

SAN DIEGO RACES SLATED OCT. 19-20

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MOTOR RACING

Vol. 3—No. 1

(Published Bi-weekly)
except last issue of calendar year

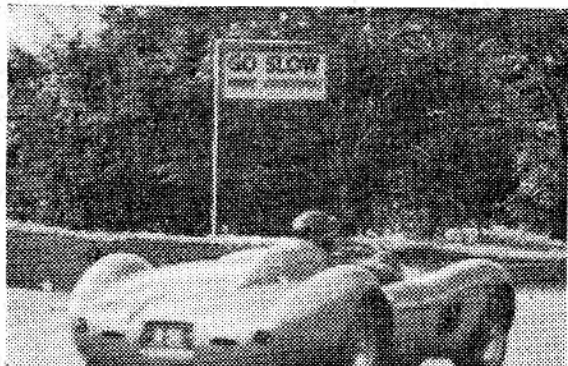
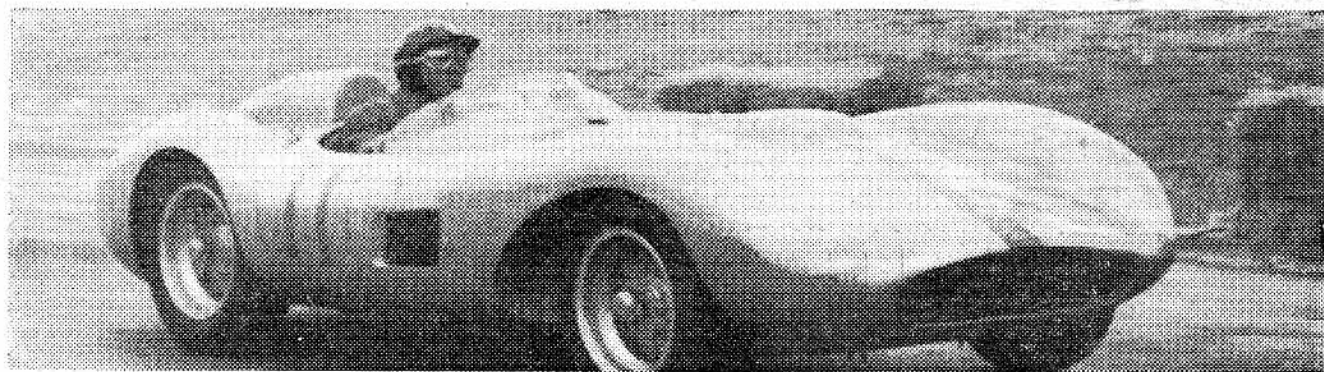
Los Angeles, Calif. 15c

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Oct. 18-25, 1957

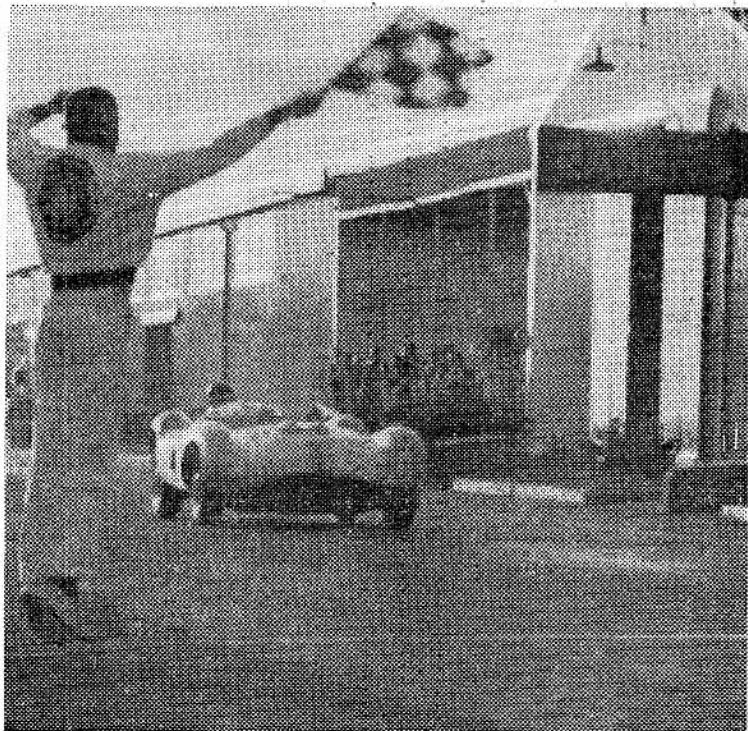
VON NEUMANN AND WEISS REGISTER SCCA RACING WINS AT SACRAMENTO

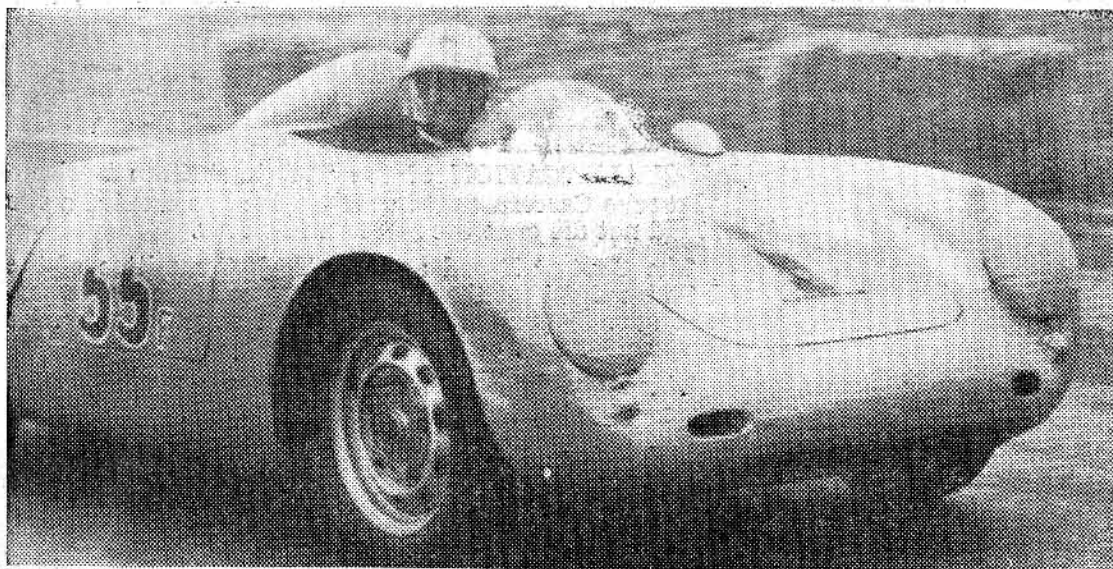
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—MOTORACING Photos

TOP PHOTO shows Johnny von Neumann getting tremendous acceleration from his 2.5-liter Ferrari Testa Rossa as he won the 50-lap feature race at Sacramento Oct. 6. The action is out of turn 4 on 2.1-mile course. Above, von Neumann, who drove a fine race, heads toward turn 5 showing no regard for the Fairgrounds sign 'Go Slow—Horse Crossing.' At right, Starter John Luce gives the victor the checkered flag. He won by 25 seconds over Sam Weiss, Porsche RS, in the SCCA race. He averaged nearly 70mph.





WINNER IN under-1,500cc. modified class of combined main event at Sacramento Oct. 6 was popular Sam Weiss, No. California's top pilot. He was 2nd by 25 seconds to Johnny von Neumann, overall and big-bore winner. Here, Sam gives with a smile to the pack of photogs gathered near turn 4 of the 2.1-mile Fairgrounds course.

Weiss Under-1500cc Winner

Von Neumann, 2.5 Ferrari, Captures Sacramento Race

BY GUS V. VIGNOLLE
MOTORACING Staff Correspondent

SACRAMENTO, Oct. 6.—The 2.5-liter Ferrari Testa Rossa, one of two in this country, was running to perfection; and Johnny von Neumann, the VW-Porsche distributor from Hollywood, was driving an excellent race, despite five laps under the yellow flag and almost three following an ambulance or truck on the course.

Result was the 4th overall victory for Johnny in the seven times he has driven the car he broke in last April at Avandaro, Mexico. His latest win came in the 3rd annual Sacramento races staged over the rugged, spine-tingling 2.1-mile Fairgrounds

a terrific driver from Bellingham, Wash., who closed with a rush to overtake Richie Ginther, Santa Monica, in the 2-liter von Neumann Testa Rossa, on the 47th lap. He is 32-year-old Pat Pigott, tooling a 1500 MK11 blue Lotus he bought from Johnny Fox.

Ginther was 4th overall and 2nd in the big-bore, followed by Gordon Glycer, Austin-Healey (7th overall) and Mick Marston, Austin-Healey Spl. (15th overall). And that's all the over-1500 cars there were.

Third in the under-1500 was Eldon Beagle, Porsche 350 (5th overall), followed by Don Dickey, GT Porsche Carrera (6th overall); Paul Nau, 1100 Lotus (1st in class G and 8th overall).

Other class winner, in addition to von Neumann (D), Ginther (E) and Weiss (F), was Harry Eyerly, Crosley Spl., in H. He was 12th overall.

An accident on the 28th lap saw three spectators suffer minor injuries when cars driven by John Young and Ralph Ormsbee bumped, throwing both off

Race Charts—Pg. 9
More Photos—Cover & Pg. 5

course by the San Francisco Region of the SCCA.

Von Neumann won by 25 seconds over Sam Weiss, Northern California's No. 1 driver, behind the wheel of his Porsche RS Spyder. The winning average for the 50-lap race, which saw the under- and over-1500cc modifieds running together, was about 70mph. (that's as close as it could be figured out, because incredibly, there was no timing equipment.)

WEISS TRIUMPHS

Weiss, of course, was the under-1500 victor. Third overall and second in the smaller class was

LARGEST FOREIGN CAR PARTS DEPOT OPENS IN L. A.

The largest foreign car parts warehouse in the nation opened last week in Los Angeles, stocking \$2½ million of Volkswagen and Porsche parts, enough to supply owners throughout Southern California, Arizona and Southern Nevada. Opened by Competition Motors Distributors, Inc., the new depot is a project of



JOHN VON NEUMANN trophy-winning race driver John von Neumann, Volkswagen and Porsche distributor.

In use throughout the 50,000 square feet of covered space, with 110,000 square feet potential as expansion continues, are

(Continued on Pg. 4, Col. 5)

Chamberlain, Woods NSCDA Nominees

Ballots are in the mail to determine officials and board members of the National Sports Car Drivers Assn. for 1958.

The presidency is being contested by Jay Chamberlain, Lotus distributor from Burbank, and Pete Woods, noted D-Jag pilot from La Habra.

As retiring proxy, Jim Peterson is automatically a board member and the newly-elected officers will appoint the remaining board members.

Other candidates — Vice-president: Jim Parkinson, John Porter. Secretary: Jack Dair, Ignacio Lozano, Lew Spencer, Fred Woodward. Treasurer: Art Evans, Leon Miller. Steward: Harold Erb, Ed Ness.

MOTOR RACING

Vol. 3—No. 1 (Published Bi-Weekly) 15c 44 Oct. 18-25, 1957



SPORTS CAR QUEENS Ruth Levy, left, one of America's leading woman racing drivers, discusses with beautiful Jan Harrison the coming 6th annual Torrey Pines Sports Car races, Oct. 19-20, at Hourglass Field, 12 miles north of San Diego. Miss Levy is one of the favorites in the women's race, while Miss Harrison is the official hostess for the event.

San Diego Races Oct. 19-20; 2 Top Mexican Pilots Entered

A corking meet is due over the compact 1.7-mile black-top course at the sixth annual Torrey Pines (name only) sports car races this Saturday and Sunday, Oct. 19-20, at Hourglass Field, 12 miles north of San Diego.



Races are sponsored by San Diego Junior Chamber of Commerce with the sanction of the Sports Car Club of America, San Diego Region. The course has

BULLETIN

At presstime, Carroll Shelby announced he will enter a 2-liter Maserati in the San Diego races. The driver will be Jim Hall, of Dallas, who has won his 5 last races. Shelby will be here, but will not race.

eight turns and a 2,000-foot main straight. Races are open to all classes and not restricted to 2-liter machines as was the case

earlier this year. Fourteen races are carded. Action opens at 1 p.m. on Saturday 10 a.m. on Sunday.

The John von Neumann and Stan Sugarman stables seem to boast the most potent entries. John, himself, comes fresh off his Sacramento win and will drive the same fantastic 2.5-liter

MOTORACING Starts 3d Yr.

This issue of MOTORACING is Vol. 3, No. 1... which means the start of the third year of publication.

Tremendous growth has marked the two years of our existence — and for this we thank our many subscribers and advertisers. You have made it possible.

We hope for your continued support, and look forward to an even bigger and better year ahead.

Benefit Concours Oct. 27

What should be one of the year's top concours d'elegance will be presented by the AiResearch Sports Car Club Sunday, Oct. 27, on the campus of Loyola University, Westchester.

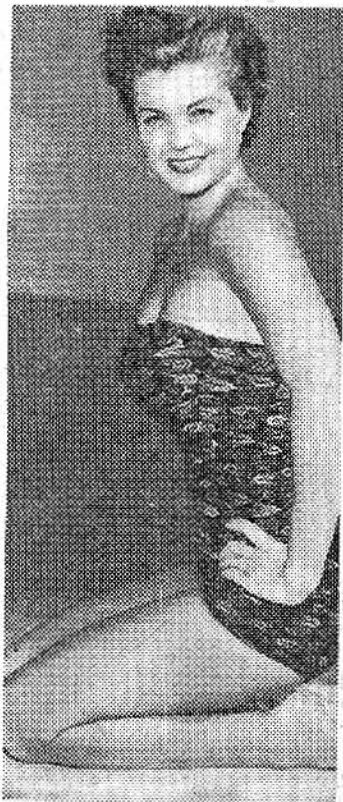
Proceeds will be used to help construct a new wing at the Daniel Freeman Hospital, Inglewood.

A host of film, TV and sports world notables, headed by beautiful Esther Williams, MGM star, will be on hand. Miss Williams will reign as queen of the concours, endorsed by Westchester Chamber of Commerce. She will present the trophies starting at 4:30 p.m.

Judging begins at 12 noon, and cars must be present by 10 a.m.

Trophies for 3 places in all 11 classes, regardless of number of cars entered, will be awarded; also a best-of-show trophy. Entry fee is \$3 and post entries will be accepted. For further info: Dolores or Bob Montgomery, ORchard 1-4388.

Alcoholic beverages will not be permitted on the premises.



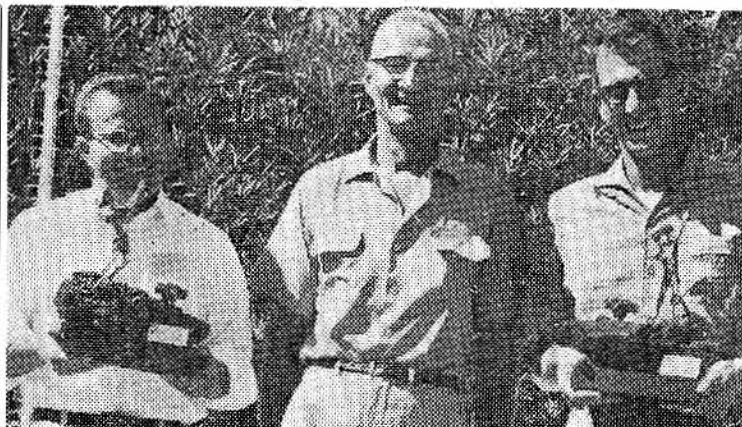
ESTHER WILLIAMS

Hanna-Flude Win Desert Rallye, Title

Bill Hanna and Navigator Dick Flude brought their Austin-Healey in with a 19-second error for the 8 legs to win the Douglas Desert Rallye III as well as the So. Calif. Council of Sports Car Clubs' 1957 rallye championship last Oct. 5.

The Northrop Club swept the event by winning the club team trophy with a total error of 2:03. Santa Monica Four Cylinder Club took 2nd team trophy, with Lockheed 3rd.

Competition was extremely keen, with three cars tied for 2nd place with a 20-second error. This was broken per code, with Dick Pieper and Charlie Schumann of the Hughes Club taking 2nd in another Austin-Healey, enabling them also to take over



BY CAPTURING the Douglas Sports Car Club's Desert Rallye III, Dick Flude, left, navigator, and Bill Hanna, right, driver, won the So. Calif. Council of Sports Car Clubs' 1957 title. Car was an Austin-Healey. They had 19-sec. error. Center is Frank Fleming, DSCC rallyemaster. Other photo, Pg. 10.

(Continued on Page 10, Cols. 1-2)



• Racing Pow-Wow

By Maury Powell

IT'S ONWARD, UPWARD IN SPORTS CAR WORLD

THE ONWARD and Upward League, sports car division, is in session once more.

Colorful Vilem B. Haan has branched out into the store adjoining his Santa Monica Blvd. location, not far from the palatial Beverly Hilton, and he's showing more goodies than ever.

Vilem, you know, isn't the type of chap who orders his European items from a catalogue. He's the lad for whom the airlines created the over-the-iceberg routes—so frequent were his forays in quest of sports car stuff and things.

Stunningly assisted by his wife, Zaz, Vilem not only does a healthy in-store trade but makes life miserable for Uncle Sam's postal carriers all over the world. Probably the item most in demand is a set of the original-design cocktail tumblers decorated with 14-karat gold sports car crests.

Your "502" or "HBD" isn't official unless you've quaffed from one of these.

Partying in New Porsche-VW Warehouse

Johnny and Eleanor von Neumann hosted the press at a party honoring the opening of what is described as the "largest foreign car parts warehouse in the United States." The huge concrete edifice appears large enough for three football fields and plenty left over for a midjet race track.

Sam Weill, Jr., their able regional manager for Competition Motors, said there were \$2½ million of Porsche and VW parts housed in the racks and bins to supply the needs of 36 dealers in Southern California, Arizona and Southern Nevada.

Had trouble locating the joint, craftily tucked away on 26th Street just a gas mask's heave from the Vernon meat-packing district. Drove out with Frank Alten in his Citroen DS-19. Every time we stopped to ask directions at a packing house, it was difficult to determine whether the blood-drenched blokes were eyeing the car out of curiosity's sake or whether they needed more filling for their bologna.

Incidentally, we found out Johnny's secret training gimmick for future road racing victories—you should see him cornering around the parts racks whilst piloting a motorized electric pick-up at speed!

Automotive United Nations Shop

Joe Ingber of AESCO Auto Electric admits he got into the business sort of left-handed like. Originally a novelty manufacturer, he joined up with two other men in founding AESCO as a sort of hobby.

The work intrigued him to the point where he took an ICS automotive course and ultimately bought out his cohorts. Joe, who pilots a 1957 Porsche coupe, runs a United Nations-type shop.

There's Vladimir Bilinski, who used to head up a U.S. Army Motor Depot in Germany; Berge Oundjian, an Egyptian who also knows his amps; and Leonard Breding, a Scandinavian who burned up Montana's hot-rod segment before moving to Smogville.

Jay Chamberlain and Jack Brumby are among those who've consulted Ingber's laddies, who are adept at building special electrical equipment for sticky problems.

Mr. T. Gives Bonneville Data

And now, Bill Tuthill rises to a point of order and offers the following letter anent an editorial recently printed in MOTORACING:

October 10, 1957

Daytona Beach,
Florida
Mr. Maury Powell
Managing Editor
MOTORACING
Los Angeles, Calif.

Dear Maury:

We believe that two questions you asked in the September 20-27 issue of MOTORACING concerning timing of the British Motor Corporation record attempts should be answered officially on behalf of both U.S.A.C. and F.I.A., and the task is mine.

First question: Is it true that during the B.M.C. 12-hour endurance run a full hour went untimed by USAC?

Answer: Untrue. During the Bonneville 12-hour endurance run by B.M.C.'s Ex-179, each and every one of the 144 laps around the 10-mile circular course for the full 12 hours was officially timed, attested by officials in charge and forwarded to F.I.A. for certification.

Second question: Is it true that Moss' record runs (were) absurdly slow and that the official speeds announced were actually those achieved by Phil Hill a week before?

Answer: Untrue. All records set by the MG Ex-181 were made by Stirling Moss on August 23, 1957 for distances from one to 10 kilometers on the Bonneville straightaway course and were officially timed, attested by officials in charge and forwarded to F.I.A. for certification.

In conclusion, I would like to add that I have, at the Museum of Speed, photostatic copies of the following documents concerning the runs in question which may be seen by anyone at any time:

- 1) Course survey certificates for all distances by licensed surveyor.
- 2) Diagram showing layout of courses and distances by licensed engineer.
- 3) Official reports of times and averages.
- 4) Official timing tapes and score sheets.
- 5) Certificates of measurements of motor displacements.
- 6) Reports by Chief Observer.
- 7) Reports by Technical Officials.
- 8) Record list by Chief Steward for confirmation and approval by F.I.A.

Sincerely yours,

(Signed) WILLIAM R. TUTHILL

Member Sports Commission of United States Auto Club
Member Automobile Competition Committee for the United States (F.I.A.).

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LETTERS

to the Editor

RACE SAFETY FACTORS

It seems as though a lot of people are getting some dangerous ideas in their heads about roll bars, shoulder harness, seat belts, helmets and luck.

The clubs and members are assuming responsibilities that I don't think they understand.

In this fast-growing subject of safety factors, there are a few things about it that are "old hat" to some phases of automobile gymnastics. They are not arguments, they are facts that have been known for years.

The driver: The driver is the largest and most important factor in safety—all other measures are secondary. How many times have you seen, or seen pictures of, a driver out of control, all four wheels in the air, and still driving for all he's worth?

Most drivers (believe it or not) secretly think that it will be someone else who smacks a tree, a bank, or goes on his head. Generally speaking, each driver knows when his car is out of control. But it's that space of time between out of control and point of impact that causes the most trouble.

If the driver knows beforehand that it can, and probably will, happen, chances are he'll waste no time driving while out of control and will hustle down to check his floor mats. On the other hand, if he doesn't believe the truth before the race, there will be a certain length of time before he realizes that he is going to crash. This is usually just before the first impact.

The clubs should arrange a safety council made up of members who know what the hell they're talking about, and give lectures with moving pictures about safety precautions. This should be mandatory for all drivers and held before each race meet.

Safety belts: They are a must. Any arguments? Nuff said.

Helmets: Same thing. No arguments here, I suppose.

Roll bars: This is a subject that's going to be kicked around for quite a while. Roll bars, in a one-seated roadster with no space beside the drivers, are a must. The driver has no other recourse but to rely on the bar to keep him alive in an inverted position. Installed in any other type automobile, they are a definite help to the driver, but only if designed properly. A poorly made roll bar is deadly and should not be constructed by a layman.

The driver should never rely on the bar for his complete safety. The most well-built roll bar will bend or break loose in a violent flip. The bar should never be installed directly in back of the driver's head. Six to eight inches behind is usually sufficient clearance. The bar should be wide enough so the driver's head cannot come in contact with the bar. By the same token, it should be high enough that a line drawn from the hood to the bar will just touch or clear the driver's head. This arrangement should give the driver a certain amount of safety, providing the bar doesn't break or bend, his belt holds, and he is tucked well beneath the silhouette of the car.

The next thing is the shoulder harness. There is only one type of impact in which a harness will work. This is when the automobile is involved in a straight line crash. Otherwise a shoulder harness is highly dangerous as it restricts the driver's movements and will not allow him to "run hide" when the situation arises. Any driver who installs a harness in his car should be observed very closely by the other drivers.

In the automobile stunt show business, a harness is used only for the head-on crash, and many times not even for that as there are too many unexpected things that can happen. I, for one, will never use a shoulder harness. I have learned that it is better to duck than to be held by the shoulders and take the consequences.

I have just read a letter written by one Leonard Pruyn and published in your last issue. I am not at all sure he knows what he is talking about. He indirectly accuses the club and Ken Miles of murder. If this Mr. Pruyn is a driver, he is falsely accusing other people for his own failings. If he had cited me, along with Mr. Miles, I would have personally looked him up, put him in a class H machine,

Editorial

Rebuff for a Club President

DISQUALIFICATION of the "Sebring" Gran Turismo Porsche Carrera coupe at Riverside has created a stir that did not die once the incident was over.

The Contest Board and the Tech Committee of the Cal Club ruled that the car was not production. One person fought to push this car through as production. He was the president of the club.

There are those who say changes are constantly being made on the Porsche and that it is difficult to keep up with the specs to determine what is stock and what isn't.

The president of the Cal Club insisted the car would be found production. It was necessary to dig up a GT coupe in Santa Barbara and bring it all the way down here to compare it with the protested car at the teardown. There was no comparison. The protestors said it was a "Spyder engine pawned off as a stock mill," with parts of the body being aluminum, etc.

The decision of the Contest Board and Tech Committee is not earth-shattering. Protests come and go.

What is significant is that these two groups are succeeding in their sincere effort to work independently of the president of the club, who was rejected all the way down the line. The club is coming of age in this respect, and this is heartening for the good of the sport.

And, of course, it can be deduced that the purchase of this car from the factory for production racing was ill-advised. Ed Barker, representing the Contest Board at tech inspection and the authority with Curt Warshawsky in tearing down the car, acted in meritorious fashion from start to finish.

HANSGEN, D-JAG STAR, RACES AT PALM SPRINGS

Walt Hansgen, Westfield, N.J., D-Jaguar ace of Briggs Cunningham's stable, is slated to compete in the SCCA National at Palm Springs Nov. 2-3.

That's the word from an elated George Cary, Jr., who is organizing the desert dicing that kicks off a series of three SCCA Nationals for California in November.

As most fanatics know, the other two following Palm Springs are Pebble Beach (Laguna Seca) Nov. 9-10, and Riverside International Motor Raceway Nov. 16-17.

Hansgen's most recent victories include the road racing features at Bridgehampton and Watkins Glen. He's due to face the green flag at the new Virginia International Raceway before flying to California.

Cary also announced an invitational concours in conjunction with the desert speedfest. It's billed to feature the 50 top California cars Sunday, Nov. 3, in front of a new grandstand section at the course. Preceding that will be a chuckwagon breakfast. The day's festivities will be capped by the Victory Banquet 7:30 p.m. at the Chi Chi, complete with floor show.

Also on the social calendar is the dinner-dance Saturday, 8 p.m., Nov. 2, in the new dining room of the Desert Inn.

Deadlines for the three National events have been set forth as follows by the SCCA: Palm Springs, Oct. 16; Pebble Beach, Oct. 23; Riverside, Oct. 30. Organizers may be selective as to whether or not to accept late entries.

strapped him bolt upright with a shoulder harness, and dumped him on his head.

We all deeply regret the loss of Mr. Lawrence. But if we study the circumstances leading up to his untimely death, along with many other near fatal accidents, we the drivers can come up with a lot of answers without accusing someone else of mistakes that we ourselves are making.

Mr. Pruyn said that a driver needs "a lot of luck," referring to a racing weekend. Anytime I blow a tire or break a wheel, that's luck. If I go on my head or get hurt, I've yet to blame it on an official.

As I said before, these are not arguments, they are facts.

Rod Bowers,
Los Angeles

TECH ANALYSIS POPULAR

Please send a subscription to my brother, Morton Gray, 220 Lindfield Dr., Menlo Park, Calif.

Say how about having a technical analysis on the races put on by the S. F. Region, SCCA, including the production MG races on Saturday.

Lendal Gray
Santa Rosa, Calif.

CALENDAR

OCTOBER

19-20—New York Reg. SCCA road races, Thompson Raceway.
19-20—San Diego Reg. SCCA road races, Hourglass Field, San Diego.
22-24—"Cavalade of Cars," St. Joseph's Hospital, Burbank.
26-27—Washington, D.C., Reg. SCCA road races, Danville Va.
26-27—CSCC road races, Pomona Fairgrounds.
27—AIResearch SCC Concours d'Elegance, Loyola University, judging starts at noon.

NOVEMBER

2-3—Los Angeles Reg. SCCA road races, National, Palm Springs.
9—Pebble Beach Concours d'Elegance, Del Monte Lodge, 10 a.m.
9-10—San Francisco Reg. SCCA road races, National, Laguna Seca (Ft. Ord).
16-17—Los Angeles Reg. SCCA road races, National, Riverside Raceway.
30-Dec. 1—CSCC road races, Paramount Ranch.

STATEMENT REQUIRED BY THE ACT OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, AND JULY 2, 1946 (Title 39, United States Code, Section 233) SHOWING THE OWNERSHIP, MANAGEMENT, AND CIRCULATION OF MOTORACING, published bi-weekly except last issue of calendar year, at Los Angeles, California, for Oct. 1, 1957.

1. The names and addresses of the publisher, editor, managing editor, and business managers are:
Publisher, V. & P., Inc., 725 N. Western Ave., Los Angeles, Calif.
Editor, Gus V. Vignolle, 3862 Westwood Blvd., Culver City, Calif.
Managing editor, Maury Powell, 5318 Camellia Ave., Temple City, Calif.

2. The owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual member, must be given.)
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3. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.)
None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.
GUS V. VIGNOLLE, Editor
Sworn to and subscribed before me this 29th day of September, 1957.
HERBERT RANSOM

(SEAL)
(My Commission Expires December 5, 1959.)



Vignettes

By Gus V. Vignolle

NOTES GATHERED DURING OUR BOUNCING FROM RACE TO RACE

WHEN YOU write a column and wander all over the landscape covering races from Sebring to Arcata, down to Mexico City and across to Hawaii, you wind up with notes, notes and more notes. Our pockets are bulging. We are digging and the stuff will appear as it comes out, not chronologically or in sequence of any kind.

After all, many were told this item or that would see print. And there's no use being a Fink (is there anything worse?) about it!

Sam Weiss, one of the best, leaves Saturday for London and the auto show. He'll go at Brands Hatch, returns Nov. 3 or 4 and says he's sorry he'll have to miss Palm Springs SCCA National . . . Ricardo and Pedro Rodriguez have been accepted for Nassau in Dec. Because of their ages, special permission has been given by the Bahamas island government and the Royal Auto Club of England. They will co-drive the Porsche RS in the GP of Venezuela Nov. 3.

Incidentally, coverage by L.A. metropolitan newspaper "writers" on the 15-year-old's double win at Riverside was fantastically miserable. True, the death of a driver was the big news; then, surely, came Ricardo's feats. But that wasn't the treatment. Talk about clowns!

Juan Manuel Rullan, prexy of RODA club in Mexico City, is wagering 5-1 there will be a Mexican road race in 1958 . . . Cloyd Gray won the qualifying production big-car race at Sacramento, although he ran out of gas on the last lap; just barely made it across the finish line . . . Fine libation deals at the inaugural of the Fiat mechanics' school and the opening of the massive von Neumann parts warehouse, but highlight was a magnificent island feast given by Fiat at the Trader's in the Beverly Hilton honoring Cmdr. Manner Lualdi, pilot of the Fiat G-49 Rainbow airplane. Don't know what the auto scribes were doing there, but it was sumptuous. Eating once in a while helps.

Old Gassy Just Has to Pop Off

That gaseous heavyweight wasn't up in Sacramento to knock the SCCA, but no sooner did we return south than we learned he was blabbing off about race cars passing emergency vehicles on the course. Then he began rapping the SCCA races billed down here, primarily the San Diego one this week-end. At this writing (Tues.) there are 75 entries. He and others had been spreading rumors the races would be called off because of lack of entries! He's on the CSCC payroll . . . SOMEBODY should come up with cars for Jorge Rosado and Fred Van Beuren, who are coming here from Mexico City for the San Diego races. You should see how the Mexicans go all-out when Yankee drivers go down there.

Reports have it there will be a \$25,000 (not pesos) pot at Avandaro, Mexico, next April and that the race will be on the international calendar. Moss and Hawthorn may make it. That's twice as much scratch as Sebring . . . Hat's off to the outfit that has the least bickering and beefs—the 500cc Club . . . Talk again about that pro race through the streets of Tijuana . . . Cheers for Jack McAfee, who is in complete agreement with our mention about the cheating among the 1/4-midgeteers; it's among the parents and mechanics. Jack should know, for he sponsors two of the cars.

Put a line about being with all the doctors at Arcata—Roberts, Kitchen, Snively, Garell, Brandes, Powell and Swett. Man, they had me in stitches! . . . Beef: "I'm 20 and I can't race; how come they let a kid 15 race at a CSCC event?" The boy had an ANA license. That's the Mex. affiliate of FIA. Regardless, the SCCA will not permit him to race in ANY of their events. . . . No timing equipment at Sacramento. Come on, fellas! That's like running a track meet without a stopwatch.

They Made Tom Wilson Spring

Jimmy Orr, who did fine in the AC Bristol at Stillwater, Okla., goes next at Danville, Va., before heading back for the three SCCA Nationals at Palm Springs, Ft. Ord and Riverside. The guy really moves around . . . Worst publicity of the year: Sacramento. Never got line one, not even an entry blank. Tom Wilson had to pay to get into the joint . . . One of the best club publications in the U.S. is the Course Marshal of the Northrop SCC, edited by Doug Hugill. The rallye graphs on Pgs. 7-8 of the Sept. issue were terrific . . . Remind me to do a yarn on State Senator Arthur Breed, Jr. Met him at Sac, and he's a real road racing enthusiast . . . Ever hear of an outfit named American Racing Drivers Club? Boys up north have no use for it, since all of their races are tossed out of the phony group and not counted in point standings, which make no sense whatsoever . . . Burdette H. Martin, Jr., mid-western distributor for ELVA sports racing cars, reports a few soon will be seen in Calif. They're in class G, have been doing fine in the East.

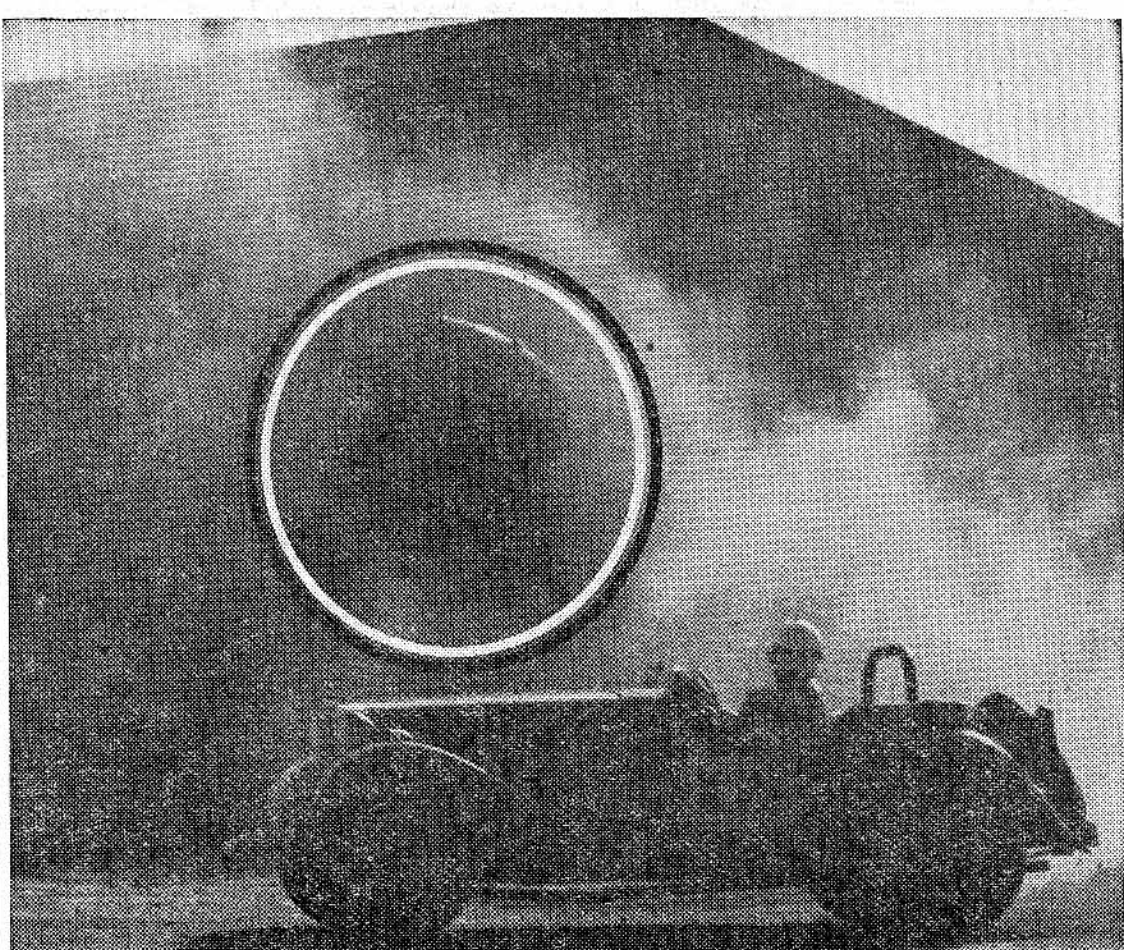
From Europe re B. Kessler at Le Mans: "He drove fast in practice but course stewards objected to his alleged wildness." . . . Ruth Levy will be teamed with Denise McCluggage in a Porsche RS at Caracas, Venezuela. What a rugged femme combo that one is! . . . What happens when that contract is up with the Pomona Elks for racing at L.A. County Fairgrounds? . . . Great "Memo" ads in Sports Illus. by S. H. (Wacky) Arnolt for the Arnolt-Bristol, Austin, Healey, MG, Morris and Renault . . . Top description of J. M. Fangio by Marshall Smith in Life: "When he takes off his brown racing helmet, he does not look like a racing hero. He looks like the man who runs the peanut concession alongside the track."

And So He Puts Place Up for Sale

A fellow we know who deals in imported cars—he's one of the oldest in the business—was driving through Hermosa Beach the other day. In the space of two blocks he spotted seven imported car dealerships. Two American brands, soon to handle a foreign marque, were to open in the same vicinity. That made nine!

And that convinced him for sure the market is glutted. Then he related about another fella we know who went bankrupt. So he got pretty discouraged and decided to sell out at inventory. He said it's a good buy and forthwith placed an ad which is in this issue of MOTORACING.

Did you know a publisher of auto mags has a personal press agent to keep his handle alive, mostly in the movie columns?



—Doug Jones
ALTITUDE!—Look at the fantastic height reached by Chick Leson's hurtling Maserati when it cracked up recently at Arcata. Spectacular action was caught by Doug Jones' camera. Chick escaped with cuts and bruises, thanks to roll bar, helmet and safety belt.

HANSGEN RULES RACE FAVORITE

DANVILLE, Va., Oct. 16—Walt Hansgen, riding the shining white horsepower of Briggs Cunningham's D-type Jaguar, has catapulted into the favorite's role for the 1957 President's Cup of the Sports Car Club of America which will be contested at VIR (Virginia International Raceway) here Oct. 26-27.

The 37-year-old sportsman from Westfield, N.J., currently leads the national point standings for class C Sports, and after six years on the sports car track, Hansgen has compiled his most impressive list of victories.

As he awaits the starting flag in the VIR special, a 2½-hour endurance race over the 3.2-mile rolling road course, Hansgen holds victory in the last three national championship events. He began it with a drive at Elkhart Lake, Wis. On Sept. 21 he

WORLDWIDE COVERAGE

Vince Nuccio of Equity Insurance Service points out that policies written by his firm on racing physical damage coverage takes care of cars competing at Nassau, or anywhere in the world, for that matter. A recent Nassau bulletin suggested all U.S. drivers check their policies, and MOTORACING made the inquiry to Equity on behalf of its readers.

Motoracing Available

At London Auto Show

MOTORACING is being made available to the general public at the London auto show, which opened Oct. 16 and continues through Oct. 26.

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San Francisco Newsletter

Dear Gus

By Tom Wilson

NOVEMBER RACING ORGY
MAY FILL BOOBY HATCHES

DEAR GUS:

Two race programs on consecutive weekends are just too rugged for all hands concerned—especially under the conditions faced at the Cobb Mt. hill climb and the road races at the State Fair grounds. After those two rugged weekends, most of the officials were ready for the booby hatch. What will happen during November, with race programs on four out of five weekends, is anybody's guess but I know some people who not only can't but won't take it in such large doses.

Any road race weekend

a new course was designed and the crew went to work. Using a golf course parking lot for a starting grid, a mountain subdivision was abated and appropriated. This snake trail led to nowhere, so these hardy pioneers actually dug, chewed and scratched a 2-mile road through the forest primeval to connect with the salvaged portion of the original course. And it was still raining—and it rained Saturday morning and it periodically poured all day Sunday.

Saturday afternoon it dried up for a spell and the best



—John O'Donnell

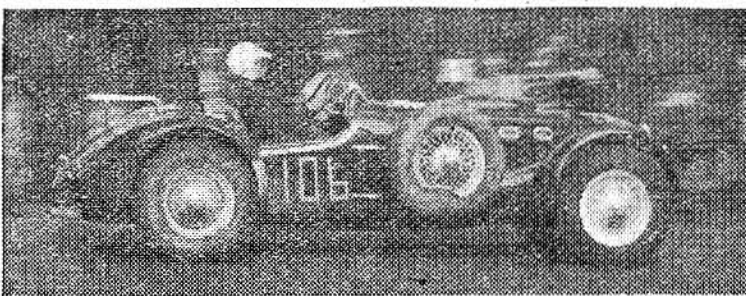
FRITZ WARREN HILL CLIMB VICTOR

leaves all hands exhausted and you don't really get the fever back for several weeks. Once a month is plenty and it begins to come under the heading of hard work when this ordeal of nerves comes more often. That November orgy of road racing will probably fill up several good-sized booby hatches. It is a wonder to me how you manage to handle a schedule of races on nearly every weekend. I thought that you were acting a little queer lately. It isn't so much the race—but that Saturday night deal is beginning to kill me. You didn't look too hot on Sunday morning either, but having been weaned on tequila is an advantage that the rest of us were not blessed with.

—AND THE RAINS CAME

The big feature of The Cobb Mt. Hill Climb was the rain—

times were made at this time. Fritz Warren tooled his Corvette-powered "Monster" up the one and one-half mile course in 2:30 and repeated his victory of last year. Jimmy Hughes was 2nd in a class G Lotus, and John Colanichino took third overall in a Corvette. One hundred cars competed and it was an experience that will be the subject of more bull sessions than the time that the late Lou Brero burned out or cracked-up three cars trying to get to the top in this same event. Frank Rhode, Vale Wright and Fred Hawkins were the crew that fought the elements and built a hillclimb course in one day and they will never be the same again. The next guy who mentions one of those Eastern courses of .8 mile on a two-lane striped highway—well, he had better start running—I know three guys who will cut



—John O'Donnell

CAL REED'S CAR TOOK A BEATING

after that it was the wonderful spirit of all hands who took it all in stride and smiled through the wet, miserable, disagreeable deal. The course was prepared and ready to go by Thursday night. That night it rained four and one-half inches from 10 p.m. until 6 a.m. Gus, do you realize how much water that is? So you will understand, let me break it down into chunks for straight shots of Old Grand-Dad, there isn't that much whiskey in the world.

So Friday morning's work crew was greeted with a forlorn and dismal site. The parking lot at the start was a swamp that had been taken over by a pack of muskrats. Mud was piled up on most of the course and the "Country Club," at the finish line was sending out SOS for more coffee—the Royal was lasting but the excuse for it was running low. With one day to build it

out his heart and hand it to him on a pickle fork.

SACRAMENTO ROAD RACES

Gus, I don't know what your reaction was to the races at the State Fair grounds but confidentially, the future of road racing does not depend on this type of course. True, the Johnny von Neumann, Sam Weiss and Richie Ginther duel was a classic. Johnny piled up a one-minute lead and then saw it lost due to white and yellow flags but he came back strong and after lapping every car but Weiss, finished 25 seconds in front. Johnny is the most improved driver on the West Coast and should be a cinch for that Kimberly Trophy. He slowed down after clobbering that woman-driven MG last year but he is now driving better than at any time in his career.

This course was very tight and although every precaution was taken, for the first time in

Pacific Coast Race Standings

Two second places in the SCCA Sacramento races Oct. 5-6 enabled Richie Ginther to move into the lead in the modified over-1500cc class of the Pacific Coast Racing Standings. John von Neumann's 2 wins boomed him into a tie for 2nd with Chuck Daigh, the former leader.

Inadvertent omission of the Stockton races last March affected the standings, boosting Sam Weiss' total in the modified under-1500cc class. A review of his over-1500cc wins also places him 6th in this class. Added points for his Stockton win put Bob Oker on top in the big production category.

Sixteen races are included—2 at Pomona, Paramount and Santa Barbara, and 1 at Palm Springs, Stockton, San Diego, Hawaii, Salt Lake, Santa Rosa, Cotati, Arcata, Riverside, and Sacramento. Points are awarded for both days of racing for the 1st 6 places on basis of 6-5-4-3-2-1.

MODIFIED OVER-1500CC

1. Richie Ginther, Ferrari	57
2. John von Neumann, Ferrari	51
3. Chuck Daigh, Trout-Barnes	51
4. Bob Drake, Ferrari	36
5. Pearce Woods, D-Jaguar	35
6. Eric Hauser, Buick-Balch	32
7. Sam Weiss, Porsche	26
8. Carroll Shelby, Maserati	25
9. Bob Oker, Aston Martin	21
10. Bill Murphy, Buick-Kurits	21
11. Jerry Austin, D-Jaguar	20
12. Phil Hill, Ferrari	20
13. John Barneson, Hageman Spl.	16

MODIFIED UNDER-1500CC

1. Ken Miles, Porsche	95
2. Sam Weiss, Porsche	75
3. Bob Drake, Cooper Climax	51
4. Frank Monise, Lotus	42
5. J. P. Kunstle, Porsche	34
6. Jack McAfee, Porsche	31
7. Ignacio Lozano, Lotus	27
8. Eldon Beagle, Porsche	23
9. Jim Hughes, Lotus	17
10. Joe Playan, Porsche	16
11. Perry Peron, Panhard	16

PRODUCTION OVER-1500CC

1. Bob Oker, AC Bristol	57
2. Jack Bates, 300SL	54
3. Gordon Crowder, AC Bristol	49
4. Bill Love, AC Bristol	48
5. George Spears, Porsche	35
6. Jim Parkinson, Aust-Healey	33
7. Jerry Austin, Corvette	32
8. Larry Clark, Corvette	29
9. Ron Ellice, 300SL	28
10. Lek von Kaesborg, 300SL	25

PRODUCTION UNDER-1500CC

1. E. Forbes-Robinson, Porsche	47
2. Lew Bracker, Porsche	41
3. Jimmy Moore, Porsche	35
4. Gary Nelson, Porsche	34
5. Ed Barker, Porsche	25
6. Willie West, Alfa	25
7. Bob Brigham, MG-A	23
8. John Lumkin, MG-A	21
9. Ted Conrad, Porsche	18
10. Roy Pickering, MG-A	16
11. Walt Garlick, Alfa	14

HANKS ON TV

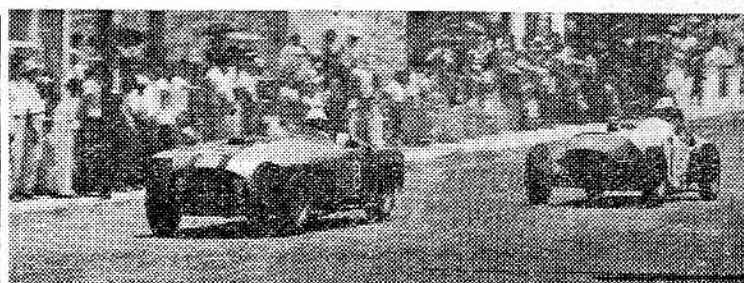
Indy Winner Sam Hanks guests on Sports Car Review TV show Monday evening, October 21, telecast on KHJ-TV, Channel 9, Los Angeles. He will be interviewed by Emcee Jack Crosby. San Diego road racing films also will be shown.

Hanks, incidentally, will be honored by L.A. Elks Club "99" Wednesday night, Nov. 13. A big, 99-cent spaghetti feed is set, open to all speed enthusiasts and their wives.

seven years of racing, a spectator was clobbered. Snow fences were set back until spectator area was at a minimum but still two cars managed to lock wheels and spin into the fence. A broken ankle was the most serious injury but the claims are still coming in for torn stockings and broken heels. The law of averages caught up with us on this deal but we can stretch the next run of no-accidents a good deal further if we forget about these tight courses, with the spectators breathing on the chrome. Then slow down the new raceways and we'll have it made. I heard that the turns at Laguna Seca are banked a la Monza. Nobody seems to know who designed the course—at least no one will confess. It will be fast, but will it be safe? One thing is for sure—if you get within 100 yards of the course, you will either be waving a flag or driving a race car.

Gus, after reading that last issue of Motoracing, the boys up here have a very good idea about that deal of yours. But remember, they shot Pancho Villa and he had a lip flora that resembled yours. With Best Regards,

tom wilson



—Carlos Covarrubias

MEXICO ACES—Fred Van Beuren, left, VB Special, leads Jorge Rosado, Thermoid Special, in recent race through the streets of Tepic, Mexico. Both compete in SCCA races at San Diego, Oct. 19-20. Races are at Hourglass Field, 12 mi. north of S.D.

VON NEUMANN FERRARIS RACE

(Continued from Page 1)

Ferrari Testa Rossa. He will be hard to beat on this course.

GINTHER ENTERED

His other entry is equally rugged—Richie Ginther, tooling John's 2-liter Testa Rossa. Ginther drove this car to 4th at Sacramento. They are threats in the big-bore for modifieds—a 30-lapper.

Jack McAfee, Porsche RS Spyder, drives for Sugarman in the under-1500cc class. He will be one of the main threats. This race also is for 30 laps. His other entry is Ruth Levy, Porsche 550, one of the top 2 or 3 feminine drivers in the country. She goes in a Porsche 550.

Sugarman, himself, is entered in a Porsche 550.

Other leading drivers include George Beavis, Beavis Offy; Gordon Crowder, AC Bristol; Lew Spencer, Morgan; Lek von Kaesborg, 300SL; Harold Erb, s/chg MG TC; Jerry Austin, Corvette; Joe Playan, Porsche RS.

MEXICAN ACES

Jorge Rosado and Fred Van Beuren, of Mexico City, give the show an international touch. The pair will drive Simcas in the under-1500cc race and probably Corvettes in the main event.

Rosado, editor of *Velocidad*, Mexico's leading auto racing magazine, won the 1956 *Mexicana Nacional* championship of Mexico driving his Thermoid Special. This will be the first U.S. race for Rosado.

Van Beuren, in 1956, was voted outstanding driver of the year by the Mexican Automobile Sporting Federation. Both Rosado and Van Beuren will be representing the Roda Club of Mexico City.

As a special feature, a concours d'elegance will be held for vintage, veteran and prestige cars Oct. 19 at the La Jolla Beach Tennis Club. The victory banquet will be held Oct. 20 at 7 o'clock following the main event, with trophies to be given

out at the La Jolla Hotel in La Jolla. Ed Boughton is race chairman, and George Cary, Jr., race coordinator.

PARTS DEPOT

(Continued from Pg. 1)

familiar carts of super market design adapted to auto parts use, on to special motorized pick-up trucks used here for the first time by a foreign car depot to maneuver through warehouse aisles expediting orders.

The new depot is another step in the national plan, already well established in this area, to supply every Porsche, Volkswagen sedan, convertible, station wagon, transporter or Karmann-Ghia immediate delivery of parts wherever its owner may happen to be.

On hand at the press preview, for example, was sufficient quantity of parts to supply in one day 1200 front hoods, 1500 right front fenders, paints and touch-up for any model color, as well as complete upholstery in all colors for all models.

Special features introduced include steel racks in erector set style flexible to size needs. "Pulpit" order desks are stationed throughout the warehouse for each filler, providing constant inventory. Also introduced is an electronic card punch system for rapid order processing and follow up.

Employing 24 local personnel and managed by Arnold Stubb, the new depot will supply 38 dealers. Aides are Gil Troutman and T. D. Sullivan. Car owners will continue to be serviced through official Volkswagen and Porsche parts and service dealers.

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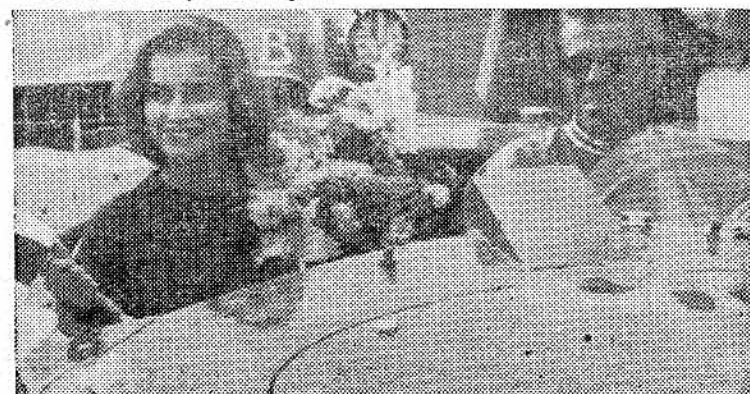
Richmond 9-6597

LOS ANGELES 15, CALIF.

Pictorial Highlights at Sacramento Races



—MOTORACING Photo
SAM WEISS looks glum as he cools off with towel placed on his head by his pretty blonde wife, Bobbie. But he had no reason to be, having placed 2nd overall to John von Neumann at Sacramento and won the under-1,500cc. class for modifieds. Race was combined with big-bores. At left is Don Seike, Weiss' pit manager.



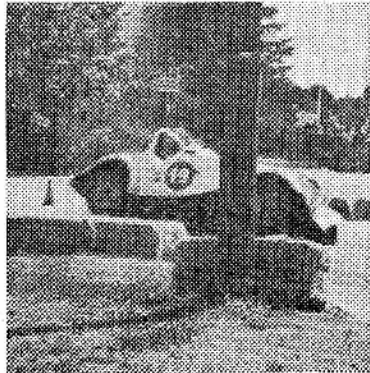
—MOTORACING Photo
WINNER OF production big-car race at State Fairgrounds course was Bill Love, late arrival from San Bernardino, Calif. He won in AC Bristol, a class E car. With him is pretty Jeaniene Cook, Miss Sacramento County and Queen of Race Weekend.



—MOTORACING Photo
SUNDAY'S FIRST race was for production Triumphs, Porsches and MGs, each marque getting off at 20-second intervals. Overall victor was No. 200, Don Dickey, Porsche Carrera. Other winners were No. 51, Nade Bourgeault, TR2 (3rd overall), and No. 40, John Dalton, MG-A (12th overall). In foreground is Clark McCartney.



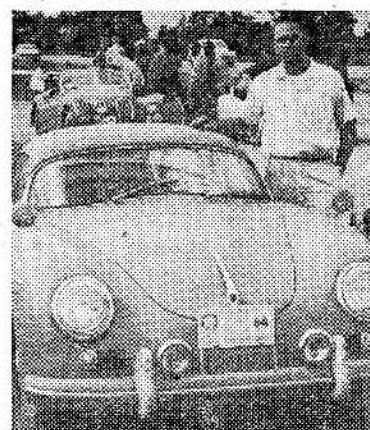
CRANK 'ER UP—John Wedberg, left, urges nurse Jane Toddie to crank up Model T to get action under way for "Cavalcade of Cars" to be staged at Saint Joseph Hospital in Burbank Nov. 22-23-24. At wheel is Mary Clark, with Elizabeth Kinsky and Don Dupree, owner of car which will be entry in show, just looking on. Exposition will be held on hospital grounds under sponsorship of Saint Joseph Hospital Men's Club, with proceeds going for hospital expansion. A concours d'elegance is set for Nov. 22.



—MOTORACING Photo
WATCH IT!—Lendal Gray's MG-TC leans precariously on 2 wheels as it rounds the No. 4 hairpin turn at Sacramento Fairgrounds course. Onlookers thought it would surely flip—it didn't.



—MOTORACING Photo
A HIT at Sacramento races was Pat Pigott, of Bellingham, Wash., who closed with furious burst of speed in the big race to pass Richie Ginther on lap 47 and take 3rd overall with his 1,500 Lotus. He was 2nd behind Weiss in under-1,500 modified class.

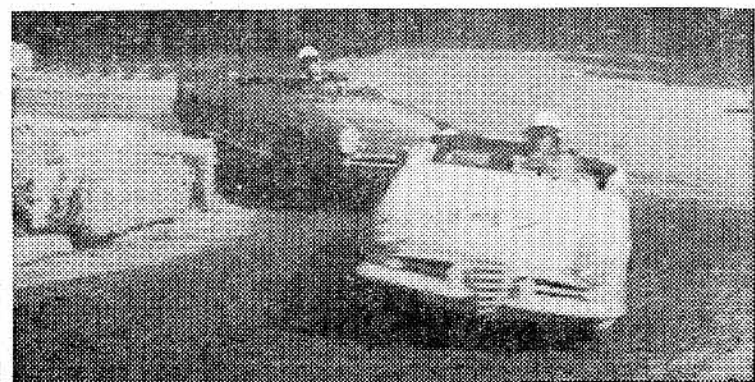


SCOTT HARVEY, formerly of Santa Monica, Calif., now rallying out of Detroit, was 3rd in over-1,300cc. in recent 'Lake Michigan Mille Miglia.' Chicago SCCA National rallye ran 1,000 mi. around Lake Michigan, included 'Regularity Run' around Road America. Story on Pg. 6.

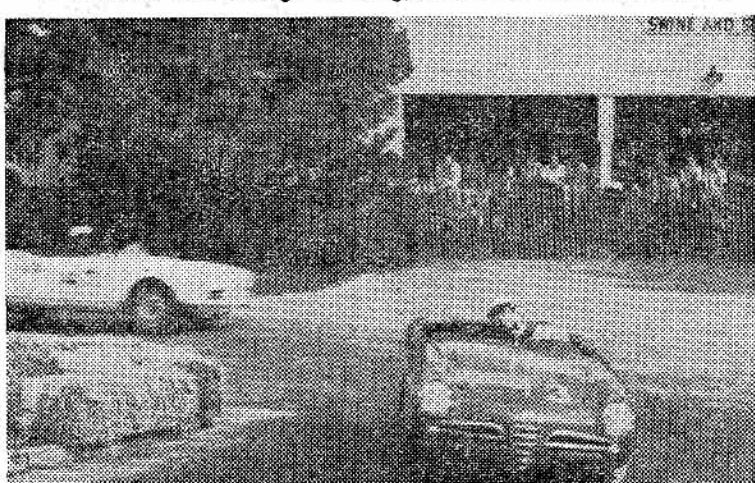
MOTORACING continues its complete written and pictorial coverage of all Pacific Coast road races. On this page, plus the cover and Page 1, you get all the picture highlights as recorded by this paper's photographers at the Sacramento SCCA races Oct. 6.



—MOTORACING Photo
ONE OF top drivers in No. Calif. is Don Dickey, whose potent Gran Turismo Porsche Carrera here laps Prudence Crosby, Alfa Romeo, on turn 4 at Sacramento. Action was in race 4. Non-production car was 1st overall; Ted Conrad, Porsche, was official winner.



—MOTORACING Photo
TERRIFIC DUEL in race 4 was battle for 3rd in class G between 2 Alfa Romeos driven by Robert Phillips, shown here barely leading Prudence Crosby around the No. 4 hairpin. Winner in the class was George Gartung, also in an Alfa, 5th overall.



—MOTORACING Photo
AT ONE STAGE of Phillips-Crosby ding-dong battle, Prudence held narrow margin over the Sacramento pilot, making his first start as a senior driver. On last lap, he spun into the hay coming out of turn 3. Prudence gave him a slight prang as she went around him on the outside. She finished 9th overall while Phillips was out for good.



—MOTORACING Photo
COMING OUT of the No. 4 hairpin in production small-car race, Carl Meyer's Porsche slams into the hay. He was 2nd at time behind Ted Conrad. The boot cost him a position, Ed Vincent, in back of him here, moving up and taking 2nd. Meyer took 3rd for Porsche sweep.



European Scene

By W. Robert Nitske

MOSS CHOSE VANWALL... SUCCESSSES CAME AT LAST

PERHAPS STIRLING MOSS was right after all. I took his remarks with the reservation due them, for they were made to me after the British driver had experienced a great disappointment with the Maserati people. Moss had just finished the 1956 Mille Miglia, which ended for him in a ditch just beyond Pescara with the car a total wreck.

Moss, who had won the Mille Miglia before in a Mercedes, did fervently hope for another victory in this difficult cross country race and the factory people had let him down, he felt.

The Maserati factory had prepared over 30 cars of their clients for the Italian 1,000-mile event and Moss felt, perhaps with a great deal of justification, that his factory-entered car, a brand new 3.5 liter, 6-cylinder machine, was not well enough prepared. The same complaint applied, of course, to an identical machine, driven by Taruffi. In fact, the production Mercedes 300SLs were leading all of the Italian cars, including Ferraris, into Rome in a most surprising turn of events.

Moss had gone the following week-end to England to test drive the new Vanwall at Oulton Park and set a new lap record in the bargain. When I talked to him, he was exceedingly enthusiastic about the new Tony Vandervell machine and stated that it was, in his opinion, a much better car than the Maserati. His feelings were understandable to me and I listened most sympathetically to him as he told me about it in the outer Neubauer office at the Untertuerkheim factory of Daimler-Benz.

MOSS WAS VICTOR

Rumors circulated and had been printed in the press on the Continent to the effect that Maserati would not race that season which had just then begun. But Moss did not know anything definite about that. He said that as a driver he would probably not find out anything decisive until he got to the next race and the cars would be there. Anyway, he

planned to go to Monaco as agreed upon. He could always do some deep sea diving and water skiing, of which the young man is rather fond.

Of course, Maserati had their cars there. And Moss drove. He finished ahead of Fangio, Behra and Castellotti to win the race around the houses!

The Vanwall was driven during that season by Harry Schell, the American living in Paris, and the French champion Trintignant. The cars, fitted with fuel injection, were the most powerful ones in Grand Prix racing. Their engines developed 292 horsepower at about 9,000 rpm. But they were not yet reliable enough to last during most of the races. And they were not suited to such demanding circuits as Monte Carlo.

Already at the beginning of the 1956 season, when the various drivers signed contracts with the participating factories to drive their entries, the pressure for Moss to sign with a British firm was tremendous.

CHOSE MASERATI

Here was then the situation in which he found himself: Should he forego the reasonable possibility of achieving a coveted world's driving championship with a tested Italian car or should he give in to patriotic fervor and drive a relatively untried British car and nullify his chance at the top reward?

Moss, wisely, chose the Italian make that year and drove for Maserati successfully throughout the season. Only this year, when Vanwall was a better machine, did he sign with Vandervell to drive the green car. And with this, the fastest Grand Prix car at many of the faster events, Moss was able to achieve some astonishing successes. Next year promises to be even a better one for the British-driver and -car combination. If it only were not for Monaco and the Nurburgring!

The rise of Vanwall to eminence means more competition for Ferrari and Maserati and better races for the enthusiastic spectators in 1958.

1000-MILE U. S. RALLYE

(Picture on Page 5)

CHICAGO, Ill., Sept. 30—Richard Beverly, Dundee, Ill., was announced as overall winner of the 4th annual SCCA Michigan Mille Miglia Rallye that attracted 92 starters for the approximate-1000 mile grind.

Rainstorms and wet roads hampered contestants continually.

The over 1300cc top three were: R. W. Smith, Quakertown, Pa., Porsche; B. Young, Winnetka, Ill., Jaguar; and S. D. Harvey, Dearborn, Mich., Porsche.

Under 1300cc: G. D. Eache, Lansing, Mich., VW; F. Phillips, Aurora, Mo., VW Ghia; and A. F. von Wening, Milwaukee, Wis., Alfa.

Special award—John Degenford, Chicago, BMW Isetta.

Sportsmanship award—Bo Clauseen, Chicago, 300SL.

(Editor's note—A rather comprehensive running narrative, written by Scott D. Harvey,

formerly from Santa Monica, Calif., now residing in Dearborn, Mich., will be published in the next issue. This is a "must" for rallye fans.)

Jay Chamberlain Tries New Formula I Racer

Jay Chamberlain, Lotus distributor, left last week for London, where he has been offered a Formula I car to race next season. He will test the brand-new car at a course near Paris. He returns here in about 4 weeks.

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CHRYSLER DRAGSTER HITS 161 MPH

RIVERSIDE, Oct. 6—Some 200 imported and domestic cars were timed here today as regular sessions of drag racing opened at Riverside International Motor Raceway. About 25 cycles also roared.

Drags slated Oct. 13 were rained out.

Top eliminator, according to the sanctioning NHRA, was the Hustings and Adams 1952 Chrysler dragster with 17.55sec, or 151.51mph. Top speed was the Rice-Dodd-Hartelt '54 blown Chrysler dragster with 16.88sec., 161.29mph. During the latter's elimination run something went haywire mechanically at the 1/4-mile mark.

Among sports cars, the Sorrell-bodied '54 Chrysler, entered by Denny Larsen and Bob Dauphin, topped Class A with 18.60sec., 145.39. H and R. Joseph's Chevrolet Corvette cut 22.39 or 117.95 for C laurels. Norman Macy's Volvo registered 76.46mph to top Class D.

Drag sessions will be staged regularly every Sunday on the half-mile strip excepting for days earmarked for road racing meets. It is one of the few half-milers available for dragging in the West. Open from 9 a.m. to 6 p.m., an unusual feature at the new strip is dual-lane Chrondek timing.

Mass Invasion of Paris By Renault Group

PARIS, Oct. 14 — A chartered flight from Idlewild Airport has brought 114 Renault representatives here in what is said to be the largest group visitation of its kind.

Making the flight were 84 dealers and several officers of Renault. John Green, Los Angeles distributor, and Len Weissman, his promotion manager, were in the group.

PORTER OPENS NEW REPAIR SHOP

Largest independent sports car repair shop in this area was opened last week by Chuck Porter, well-known driver whose new place is at 1768 No.-Cahuenga, near Yucca. He formerly operated an auto body repair shop on Sunset near Vermont.

New spot embraces 22,000 sq. ft. under roof and will handle complete mechanical work, front end alignment, brakes and body and paint shop. Porter also will do lubrication. A Mobil gas station is part of the new set-up.

He also is equipped to handle weekly and monthly storage.

Porter has been in the body shop business for 22 years. He

has now tripled his personnel.

For the past 2 years he has been racing sports cars—a Mercedes, Mercedes-Buick and is now building a car with a Chrysler mill. Before taking to sports cars he was a prominent midget and sprint car pilot.

Pomona Road Races

Billed for Oct. 26-27

Fifth running of the Pomona road races will be staged by the CSCC at the Los Angeles County Fairgrounds Oct. 26-27. An entry of more than 200 is anticipated.

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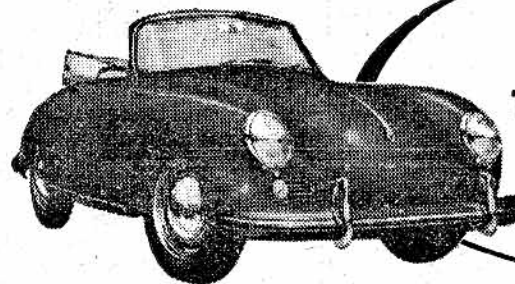
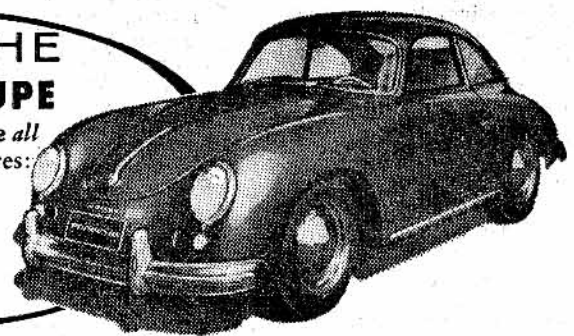


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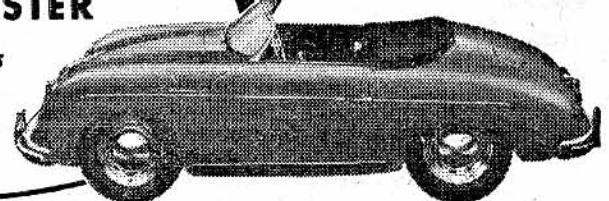
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LAS VEGAS—Sunland Motors, 2030 E. Fremont.
LONG BEACH—Storey-Ricketts, 740 American Ave.
NO. HOLLYWOOD—Europa Motor Car Co., 11055 Ventura Blvd.

COMPETITION MOTORS, INC.

PASADENA—Kraus Motor Co., Inc., 2124 E. Colorado St.
RESEDA—Michelmores Motors, 6957 Reseda Blvd.
SAN BERNARDINO—Bering Monroe Motors, 24898 Base Line
SAN DIEGO—San Diego Motor Imports, 1270 Columbia St.
SANTA MONICA—Ralph Cutright, Inc., 1530 Wilshire Blvd.
VAN NUYS—Gene Klein Motors, 5511 Van Nuys Blvd.
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Slightly Modified

BY W. R. C. SHEDENHELM

RIVERSIDE — We were talking to a nice chap up on turn 6 during Saturday's practice who was forced to drive an Air-flight De Soto that weekend as his Aston-Martin was in the shops.

About half-way through the second can of his beer, Shelby came part way through the corner and got his Maserati stuck in the embankment. The turn marshals quickly got Shelby out of the car and held a blanket over his slightly battered head, while the paying yahoos yelled that they couldn't take pictures of the blood with the blanket in the way.

"You know," my racing friend said, "Carroll smashed up two cars at the last Palm Springs do." He glanced quickly at the girl next to him to see if there was a tape machine concealed in the curlers she was wearing under the scarf marked Souvenir of Disneyland.

"I was talking to John just the other day. He comes into my shop all the time. He said the only reason he has Carroll drive for him is so's he can collect the insurance on those cars. A Maserati gets a little old and Carroll takes it out somewhere and whamo! Saves him a lot of money."

FREE-LOADING

One thing that we didn't like at all at Riverside was the snotty attitude of one of the Club wheels in the Press Tent. This character made a crack about all the free-loaders drinking the Club's beer just as we were about to free-load our sixth can. As though the ruddy stuff were sacred. After all, you just don't blurt out a thing like that in front of the very people concerned. We were so upset by this breach of good taste that we almost didn't enjoy our next three cans of beer.

Speaking of beer, everyone knows that it is positively forbidden to drink beer or anything else alcoholic in the pit area. Aside from the one driver we saw pouring Castrol into a Pepsi, the best solution we found was to soak the labels off fruit juice cans and paste them onto beer cans. You can

get pretty happy on eight cans of papaya juice.

We were listening to another chap on turn 7 who had a red-hot Olds that could lap the course at well over a hundred. "There goes that Johnny Gunther!" he told his girl-friend, who snapped the rubber bands on her braces in admiration. "He sure can tool that Fairy. He and me's real buddies. Really. We used to race 'sickles' at Tulsa."

T-BIRD SPECIAL

We were talking to the bartender in a nameless racing bar in town the other night who told us that he planned to sell his production class D car and build a T-Bird Special. We said we thought that was fine, what with the T-Bird engine being pretty hot.

"You've got the wrong jazz, Dad," he told us. "I'm keeping the class D engine. It's the T-Bird suspension that bugs me."

As an official entry in the San Bernardino Freeway Grand Prix over race weekend, we have one official protest we'd like to make. It's that too many people have taken this "Speed Kills" nonsense to heart. They quite logically assume that if speed means bad driving, then slowness means good driving. They are the ones who get in to the fast left lane, then drive 40 miles an hour. We are working on a window sticker that says, "Stupid Driving Kills—Learn How to Drive!"

THE ROUT

We were talking to Ken Miles (name dropper!) about the Formula III car he and Paul Emery had built in England and the difficulties of financing such a car and of getting the entire weight of the engine, fuel, oil and driver over the front-drive wheels, when he suddenly excused himself.

"There's Gus Vignolle over by the beer cooler. Watch me rout the beggar."

Miles circled the unsuspecting Vignolle, surreptitiously attempting to set fire to the Mustang in the process, and innocently began talking to a nearby free-loader about racing and sportsmanship. Sure enough, it was more than Vignolle could stand. Free beer or not, he avoided the Press Tent for some time.

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RALLIES

OCTOBER
18-20—Mercedes-Benz Yosemite Valley Rallye.
19—Glendale, F.C.C.A., "Poker Rallye," 7:30 p.m. 834 W. Glenoaks (at Highland), Glendale.
20—Western Sports Car Club, Tri Valley Rallye, Van Nuys-Sherman Oaks Park, Van Nuys & Magnolia Blvd. 9 a.m.
26—Long Beach Douglas Sports Car Club, Inc., "Hallowe'en Rallye, Clock Drive-In, near Traffic Circle, Hiway 101 at Lakewood Blvd., Long Beach. 5 p.m.
26-27—Kings Highway Motor Club, Spook Rallye, Macy's at Hillsdale Shopping Center, San Mateo. 9 p.m.
27—Lockheed SCC Scotsman Run, Metzger-Wheeler Chevron Station, Victory & Buena Vista, Burbank. 9 a.m.
27—Renault Owners Club of America, Economy Run to the Sun, W. Covina Shopping Center parking lot. 8 a.m.
27—Triumph Owners' Club, "Hallowe'en Hassle" Rallye, 623 So. Western Ave., Los Angeles. 3:30 p.m.
27—Northrop SCC Rallye, Lot H, opposite the end of 120th St. on Crenshaw. 8:30 a.m.
NOVEMBER
3—Glendale JCC Gymkhana, Western Ave., Glendale, Liberscope Parking Lot. 10 a.m.
9-10—Convair SCC Fourth Nutz & Boltz Rallye, San Diego Zoo Parking Lot in Balboa Park.

Driver Fatality at Bridgehampton Race

SOUTHAMPTON, L.I., N.Y., Sept. 30—Charles McAdams, 40, died here today at Southampton Hospital from injuries sustained Saturday during the opening sports car road races at the nearby Bridgehampton course. A mechanic from Woodhaven, N.Y., McAdams lost control of his Jag XK120M during the third race. He was brought to the hospital suffering from a fractured skull and broken ribs.

SEARLES KILLED

MONZA, Italy, Oct. 14—One of a team of three British drivers seeking a new 24-hour mark, Ronald Searles was killed when his mount catapulted off the Monza track and burst into flames here tonight.

Searles was driving an 1100cc Cooper. He had been alternating with William Knight and Arthur Owen.

\$8000 (not pesos) Up in Mexico Rallye to Acapulco

MEXICO CITY, Oct. 16—Interest mounted last week as six starting spots were announced for an important rallye slated Nov. 30-Dec. 1, with \$8000 first-place prize money and \$4000 for second, U.S. dollars, that is.

It's the first "Rallye Nacional Mexicano" to Acapulco. Starting spots are: Mexico City, Guadalajara, Leon, Puebla, Monterey and Torreón. Latter is closest for Californians.

Entry fee is \$80. With some 300 entries expected, the prize money will be distributed back to 40th position.

Running time will be about 24 hours with no time outs for stops. First 600 miles will be a time rallye, while from Mexico City to Acapulco it's a regularity.

Enrique Martin Moreno, well-known for his work in the Pan-American road races, is organizing this rallye. There are two classes—small cars up to 1500 cc, and 1500cc and over. Competition cars in 1500cc class go with the larger category. Small machines

may tackle the larger class if they wish.

Averages given contestants will never exceed legal speed limits, officials said. All prizes will be distributed in Acapulco in less than 24 hours after the last car checks in, they indicated.

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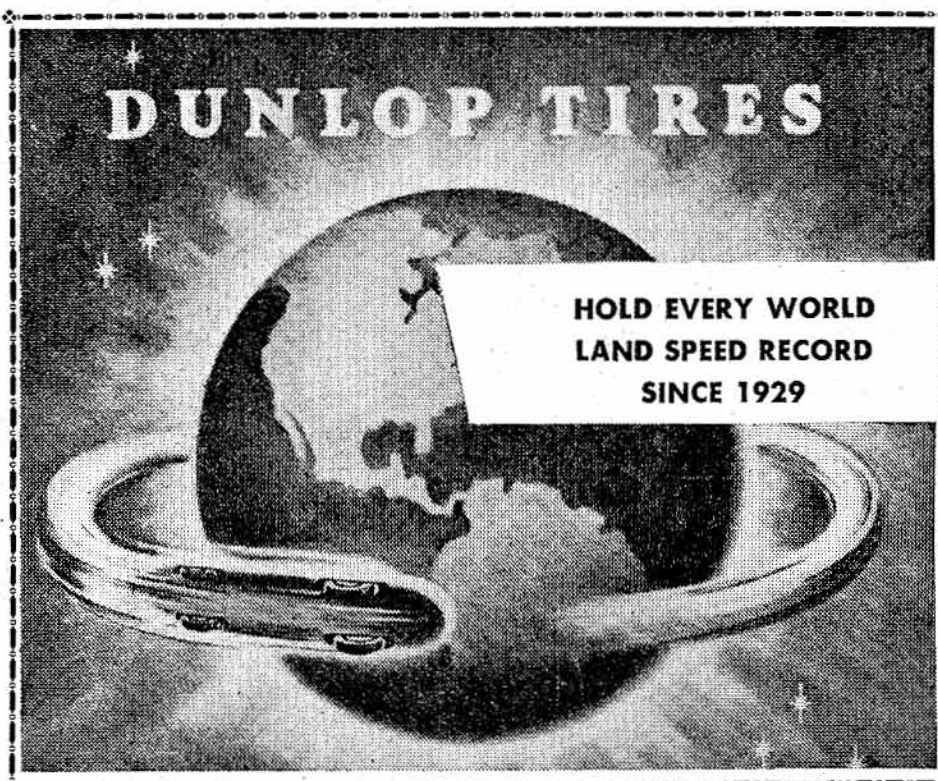
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• The Rallye Scene

By Gail Ann Holden

1956 SCCSC CHAMPION NAVIGATOR

TROC HALLOWE'EN HASSLE
REAL WITCHES' BREW

FOR THOSE WHO like variety, the Triumph Owners' Club is presenting the "Hallowe'en Hassle." Three Trocers — Dick Taylor, Jerry Levinson and Bob Clay — (picture) — have combined their efforts in "whomping up" a sports car potpourri that promises to be a real witches' brew.

In keeping with the Hallowe'en theme, awards will be presented to the best-costumed

ing time is an innovation for the club. We hope to attract some of those late risers. They will be able to sleep until noon, eat a leisurely brunch, decorate their cars, don their costumes, and still get to the starting line in plenty of time.

Those of opposite inclination (the early-to-bed school) can be tucked in by 10:30 that night—even if they dine and dance. The rallye will finish in ap-



DICK TAYLOR — JERRY LEVINSON — BOB CLAY
Pay No Attention to the Witch

couple and the best-dressed car, in addition to the usual line of guest and member trophies.

The "Hallowe'en Hassle" will leave the Blarney Castle parking lot, 623 South Western Ave., at 3:30 p.m., Sunday, October 27. According to Rallyemaster Jerry Levinson, "The late start-

proximately 3 to 3½ hours at the Old Vienna Restaurant.

This is a Triumph Owners' Club monthly event, open to anyone who drives a sports car. The entry fee is \$2.50 per car. Additional information may be obtained by calling Dick Taylor at THornwall 2-9205.

FORMULA III RACING

By MIKE SIAKOOLIS

Formula III fans in the San Francisco area will be in for a sad disappointment. They have been deprived of what would have been one of the largest fields ever witnessed in this category. The reason comes in the form of a letter from the San Francisco Region of SCCA, in which our request to be included in their forthcoming Ford Ord program (Nov. 9-10) was turned down.

With a large field expected, it would have been a championship for the U. S. Cars from many parts of the country wanted to race—5 machines from Washington, "Doc" Becker and Bob Korsi from the Bay cities area, 2 or 3 from San Diego and at least 10 from the L. A. area, headed by points leader Harry Morrow. Several Eastern participants also were expected, since the Riverside race is the following week, also a SCCA National.

The L. A. Region had graciously invited the 500cc Club for the 2 other Nationals at Palm

Springs (Nov. 2-3) and Riverside (Nov. 16-17). We also run at the San Diego Hourglass field program (Oct. 19-20).

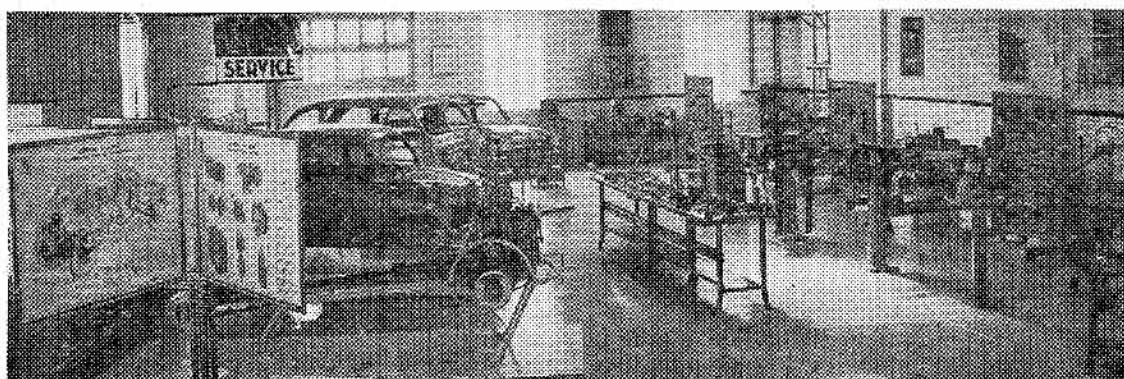
BIG PUZZLE

It is inconceivable to me how anyone who knows his racing and has seen one of the hotly-contested races put on by the 500cc drivers, could in any way be opposed to them. Such a race was seen at Santa Barbara a while back, when 3 cars crossed the finish line closely bunched.

One of the biggest howls comes from 500cc car owners who are also SCCA members. Since Ford Ord is a National and there are so few on the West Coast, they say they could never stand a chance to win enough points to be in the running.

WHERE'S SPUTNIK?

PARIS, Oct. 12—A Soviet delegate to the International Automobile Association has informed members that Russia likely will enter a new Volga auto in competition early next year. Leonid Afanasiev, the USSR official, said the Volga is pointing for the Tulip Rallye in Holland. He also indicated the USSR would enter other competitions following that.



—Edward R. Martin
HERE'S PART of Fiat Mechanic School inaugurated last week in Los Angeles. Instructor-mechanics from Fiat plant in Italy aid U. S. counterparts sent to school by Fiat dealers here. G. Fogini is in charge of West Coast sales-service operation. G. Squazzini supervises the school.

Manney's Review of Italian G.P.:

Surge of Vanwall Told

By HENRY N. MANNEY III

MONZA, Italy—Just to refresh your memory, the recent Italian Grand Prix at Monza was won by Stirling Moss, of whom some of you may have heard, in an



English Vanwall, of which about the same number may not have heard. World Champion J. M. Fangio was second in Maserati and Wolfgang Von Trips' Ferrari third, just ahead of Masten Gregory's Maserati.

The Maseratis, although fast, could do nothing against the English cars, and the Ferraris, for a change, had no chance against their Modenese rivals. In practice, the three Vanwalls all got on the front row of the grid; in the race, they played with the opposition pretty much as they pleased, passing Fangio on both sides at once right in front of the grandstand on one occasion, although two dropped out afterwards with ailments directly traceable to being fiended. How come these things happened? Let's look.

The Vanwalls are a mixture of old and new design; the chassis being a product of the fertile mind of motordom's Bright Young Man, Colin Chapman, the brakes being the latest disc-type, and the engine being a rather normal-looking four-banger developed from what amounted to four Manx Norton barrels bolted onto a common crankcase.

Naturally, there has been lots and lots of detail work and the car neither handles very well nor is outstandingly reliable as yet, although it is very fast indeed on the straights as well as having a good jump out of the corners. How does a private concern get such speed and results out of a theoretically obsolete four?

IT TAKES MOOLA

Therein lies a tale . . . Tony Vandervell, owner of the Thinwall and Riv automotive bearing companies, peddles his products all over the world. They are good enough to be used by Mercedes-Benz as standard and MB used to run a very efficient Bosch fuel injection system on their sports and race cars which nobody else could get. Nobody except Vandervell, who may have played a little power politics a la Russe. . . . Naturally that isn't the whole story; Vandervell knows that racing takes time and money, mostly money, and good drivers. For the cars he got the best available designers and a complete racing shop; for the latter, he hired Stirling Moss, the coming World Champion with any luck at all, and Tony Brooks and Stuart Lewis-Evans, two hot dogs who can drive on anybody's team.

With a little better breaks he could have grabbed more than the three big races (British GP, Pescara, Italian GP) that Moss won for them this year, but



—Henry N. Manney III
MOSS AT SPEED IN THE VANWALL

Stirling filled his head with sea water while water skiing and was out for Rouen and Reims, the latter of which he might have garnered, while Brooks got on his head at Le Mans and was out until Monza.

THEY NEEDED SPEED

Maseratis have, for many years, been winning races on their handling alone and all they needed was speed . . . this year Count Orsi's merry men found that too in their faithful six-banger, although the new 12 didn't work out, and in races that demanded handling, speed, and good driving, like Nurburgring and Rouen, Fangio was uncatchable; in places where other cars were faster he generally waited for them to blow or picked up a place, enough to give him his fifth world championship. At Monza, El Chueco sat in second most of the time waiting for somebody to make a mistake; as it happened Moss didn't, so there you are. Behra, in the 12, went very well in about fourth until it got too hot but he seemed to spend most of his time in the corners a little sideways, which did nothing to make him popular with the tire people.

Ferrari has fallen upon lean years, as Reims was the only race they won; they have suffered a series of expensive blowups and crashes and although fast, there has just not been the money to spend on further development and handling of the already highly-strung Lancia-Ferrari V8. Accordingly, at Monza they played a waiting game that almost came off; never in the first five in the premier part of the race, Collins, Hawthorn and Von Trips (still recovering from his Nurburgring crash) moved into third, fourth and fifth at half distance by

reason of other peoples' defection and/or routine pit stops. Collins, however, had something vital break on him about the 60th lap and Hawthorn, about 10 laps from the end, had the tank split. Musso, possibly troubled by his "emorroidi," retired early on.

GREGORY GOES WELL

The only independent worthy of consideration since Connaught left the racing scene, Scuderia Centro-Sud, runs what amounts to last year's factory Maseratis, but if it wasn't for Masten Gregory they would have a mighty lean time. He goes very well, is consistent and smooth with what is clearly tatty equipment, and if he avoids some of the more obvious pitfalls could easily amount to something. As it is now, he looks better than half the fellas out there. The other independents, Maserati-mounted, (Continued on Pg. 11, Cols. 1-2)

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Sacramento Race Charts

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THIRD ANNUAL SACRAMENTO SPORTS CAR RACES
SACRAMENTO STATE FAIRGROUNDS COURSE—2.1 MILES

SUNDAY, OCTOBER 6

RACES 1, 2 and 3 combined—Production MGs, Porsche, Triumphs, 20 laps. Class trophies awarded by make.

Pos.	Car No.	Driver	Make of Car	Porsche	TR	MG	G
1	200	Don Dickey	Porsche Carrera	1			
2	44	John Barneson	GT Porsche Carrera*		1		
3	51	Nade Bourgeault	TR 2		2		
4	58	Bud Morris	TR 3				
5	78	Ted Conrad	Porsche	2			
6	170	Ed Vincent	Porsche	3			
7	6	John Fox	TR 3		3		
8	180	Carl B. Meyer	Porsche	4			
9	74	Milt Davis	Porsche	5			
10	72	Ed Fawcett	TR 3		4		
11	160	Charles Fauvre	Porsche	6			
12	40	John Dalton	MG-A			1	
13	52	Fraser Sibbald	MG-A			2	
14	127	John Stevenson	MG-A			3	
15	138	Mitchell Sayers	MG-A			4	
16	171	Richard Anderson	MG-A			5	
17	110	Bob Winkelman	MG TC			6	
18	81	John Jordan	MG-A				1
19	49	Lendal Gray	MG TC				2
20	137	Charlotte Duncan	MG TC				3
21	148	Steve Froines	MG TD				4
22	132	William Carillon	MG TD				5
23	31	Ed LaMantia	MG TC				6
24	164	R. L. Murray	MG TD				7
25	56	John Miller	MG TD				8

* No trophy, as not considered Production.

RACE 4—Production, Class G and F. 30 laps.

Pos.	Car No.	Driver	Make of Car	F	G
1	20	Don Dickey	GT Porsche Carrera*		
2	44	John Barneson	GT Porsche Carrera*		
3	78	Ted Conrad	Porsche	1	
4	170	Ed Vincent	Porsche	2	
5	180	Carl B. Meyer	Porsche	3	
6	94	John Free	Porsche	4	
7	91	George Gartung	Alfa Romeo		1
8	92	James Moran	MG-A	5	
9	171	Richard Anderson	MG-A	6	
10	39	Bob Gillespie	Alfa Romeo		2
11	138	Prudence Crosby	Alfa Romeo		3
12	132	Steve Froines	MG TD	7	
13	132	William Carillon	MG TD		4
14	70	Fred Block	GT Porsche Carrera*		5
15	49	Lendal Gray	MG TC		6
16	164	R. L. Murray	MG TD		7
17	110	Bob Winkelman	MG TC		8
18	160	Charles Fauvre	Porsche	8	

* Special award. These two cars not considered Production.

RACE 5—Production Class E and above. 30 laps.

Pos.	Car No.	Driver	Make of Car	B	C	D	E
1	195	Bill Love	AC Bristol				1
2	34	Cloyd Gray	Corvette	1			
3	105	George Heaney	Jag XK 120		1		
4	100	Ray Seher	Jag 140		2		
5	58	Bud Morris	TR 3				2
6	51	Nade Bourgeault	TR 2				3
7	6	John Fox	TR 3				4
8	176	Merle Runolfson	A-H			1	
9	29	A. M. Laws	Jag 140		3		
10	144	George Snively	A-H			2	
11	86	Brett Morehouse	A-H			3	
12	72	Ed Fawcett	TR 3				5
13	133	Richard Newhall	A-H			4	
14	28	George Butcher	A-H			5	
15	53	Robert O'Brien	A-H			6	

RACES 6 and 7—Modified, Class H and above (D and E over 1500cc; F, G and H under 1500cc). 50 laps.

Pos.	Car No.	Driver	Make of Car	D	E	F	G	H
1	11	John von Neumann	2.5 Ferrari					
2	55	Sam Weiss	Testa Rossa	1				
3	61	Fat Pigott	1500 Lotus Mk 11			1		
4	211	Richie Ginther	2.0 Ferrari			2		
5	12	Eldon Beagle	Testa Rossa			1		
6	20	Don Dickey	Porsche			3		
7	166	Gordon Glyer	Porsche-Carrera			4		
8	87	Paul Nau	Austin-Healey	2				
9	27	Russell May	1100 Lotus				1	
10	158	Dennis Riley	Porsche Spl.			5		
11	16	John Miller	MG-A			6		
12	54	Harry Eyerly	1100 Lotus				2	
13	80	Roger Mace	Crosley Spl.				1	
14	79	Bill Wood	Cooperatelli				2	
15	42	Mick Marston	Detusch Bonnet				3	
16	157	Lyle Powell	Austin-Healey Spl.					4
17	21	Marshall Swope	Panhard					5
18	63	Peter Confer	Crosley Spl.					6
			Renault Spl.					

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TROPHIES... FREE CATALOG

Von Neumann, Weiss Winners

(Continued from Page 1)

balance." Young's Lotus hit the fence at the esses, between turns 7 and 8. It hit backwards at 2 or 3mph.

FANS INSURED

John Chism, Reno, suffered a fracture between the knee and ankle of his left leg. Two other fans were treated for brushburns and bruises, mostly obtained from fellow spectators who knocked them down trying to get out of the way.

Minimal as it was, this was the first and only spectator injury in No. Calif. SCCA racing.

The difficult course, over narrow streets, was reversed this time and proved significantly safer, despite an attack launched on it by the president of a rival club in So. Calif.

In today's feature, following yesterday's qualifying heats, von Neumann charged out in front at once and stayed there until the finish. Improving with every race during the past six months, especially since he got the 2.5, Johnny built up a wide early margin that later was cut down when the yellow flag slowed the field down. He lapped everybody except Weiss, chairman for the race week-end.

A pinion bearing went out in Weiss' Spyder during yesterday's practice, but they had the car fixed by 9 a.m. today. Sam qualified in a Porsche Super Speedster, kindly loaned him by Carl Meyer. This placed him in the 5th row on the grid today.

But he moved in a hurry, and by the end of the 1st lap was 3rd behind von Neumann and Ginther. With a partisan crowd of some 12,000 wildly cheering him on, Weiss took Ginther on the 4th lap in a spectacular maneuver—on the inside of the No. 4 hairpin turn (20mph).

On the next lap, however, Ginther, with much better acceleration, took the hometown boy between turns 4-5. Sam was catching the red Ferrari in the turns, but Richie out-accelerated him out of the corners. Weiss tried ducking inside of him a number of times, but couldn't quite make it before Ginther would shut the gate. In fact, one time they banged fenders.

JOHN BOOSTS LEAD

After four laps, von Neumann had boosted his lead to 29 seconds and two tours later Weiss was again in front of Ginther. Weiss was pulling away from Ginther at the rate of one to two seconds per lap, and von Neumann was increasing his margin at the same rate.

At the time of the accident, von Neumann led Weiss by about a minute. During the ensuing caution laps, Sam was able to close the gap to seven seconds, but by then he was about to lap Ginther and Pigott in the 1500 Lotus.

JOHN BOOSTS LEAD

When the green flag came out again, Weiss was unable to get by Richie and Pat for 2½ laps, and all this time von Neumann again was widening the breach at the same one to two seconds per lap.

Both von Neumann and Weiss drove commendable races, but you have to give the edge to the latter because of the difference in cars. Weiss had his woes, too, spinning out twice—once early in the race after passing Ginther and when he was 28 seconds ahead of him, and again on turn 1 after the ambulance left the track. He lost about three seconds each time.

Regardless, Weiss never could have caught von Neumann because of the latter's tremendous speed on the straights.

Weiss used a much smaller tire on the rear and this didn't aid the car's handling. He tried this for better acceleration out of the corners, particularly the hairpin, where they were practically at a standstill. He even used the compound low gear (which the factory says never, never use except for starting) at

the hairpin turn in order to keep from lugging the engine.

LOVE HOME FIRST

Bill Love, of San Bernardino, Calif., who has been going like a house afire, was the winner of the production big-car race in his AC Bristol. He wasn't on hand yesterday to qualify, so he started far back in his class E car. On lap eight, he passed

2.5 FERRARI TESTA ROSSA HAS IMPRESSIVE RECORD

John von Neumann has scored 4 overall wins in 7 starts since buying the 25hp 2.5-liter Ferrari Testa Rossa last April. The class D car was driven once—by Richie Ginther at Santa Barbara. Here is the record of the car, capable of 135mph at 6500rpm:

Avandaro, Mexico—1st overall & 1st in class.

Santa Barbara—2nd overall, 1st in class.

Salt Lake—1st overall & 1st in class.

Lime Rock—Did not finish.

Elkhart Lake—5th overall & 1st in class.

Pomona—1st overall & 1st in class.

Santa Barbara (Richie Ginther)—2nd overall & 1st in class.

Sacramento—1st overall & 1st in class.

Next Sunday a 2nd 2.5 Testa Rossa arrives in N.Y. from Italy. John will keep it there to compete in Eastern races; the other stays here for Western races.

The car is capable of 0-60 in 5 secs, 0-100 in 12 secs.

Cloyd Gray's class B Corvette to take the lead and lapped all but the 2nd-place Gray in the 30-lapper. Class C victor was George Heaney, Jag XK120, while Merle Runolfson, Austin-Healey, took class D.

Dr. George Snively, the widely-known Sacramento driver, spun out on the first lap and had to really move to finish second in class D with his Healey. Drivers found this handicap business is quite something to overcome.

Don Dickey of Alleghany, Nevada County, is a driver who ought to pay So. Calif. races a visit. He, like Pigott, is good, and he'd give a lot of the Southland boys a good rattle.

He finished ahead in two races, but the 3rd, for G&F productions, didn't count, since the Gran Turismo Porsche Carrera he drove was not considered stock. He

raced this job at Nurburgring. John Barneson, who drove a similar car (he's got his big Chrysler-powered Hagemann Spl. for sale) was 2nd.

CONRAD SCORES

Actual winner was Ted Conrad, Porsche, in F, and George Gartung, Alfa Romeo, in G. This race featured a hot duel between Prudence Crosby, Alfa Romeo, top woman driver in No. Calif., and Robert Phillips, Alfa Romeo. After hectic action, Phillips spun out on the last lap and she passed him on the outside to finish 3rd in class.

Opening race, started at 20-sec. intervals, was for TRs, Porsches and MGs. It took three laps for the Porsches to move into the lead. Dickey, in a Carrera, was 1st overall. TR winner was Nade Bourgeault (3rd overall), and MG was John Dalton (MG-A F, 12th overall), and Bob Winkelman (MG TC, G, 17th overall).

Suburban Kiwanis Club sponsored the races, with proceeds going to the group's underprivileged children's fund.

HINKLE TAKES OKLA. FEATURE

STILLWATER, Okla., Sept. 15—Jack Hinkle, Wichita, Kans., won the 52½-mile D-X Sunray Trophy race today in his Maserati 300S at the Stillwater Municipal Airport.

A former owner of Indianapolis autos, Hinkle took a close .5sec. triumph over Ray Jones, Tulsa, Okla., gunning a Ferrari Testa Rossa. Third went to Jim Hall, Dallas, Tex., in a Maserati.

California's Jim Orr looked good in taking the under 2000cc dicer in his AC Bristol, later placing second to Ed French, Kansas City, driving an Elva, in the day's small car feature.

Hinkle averaged 77.9mph for the 15-lapper, French 69.8mph.—RAY LAVELLY.

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HANNA-FLUDE DUO ON TOP

(Continued from Page 1)

2nd place in the championship. Jane Frank navigated husband Howard to 3rd place, also in an Austin-Healey, and they took home the beautiful silver trays for top married couple.

Flo Stevens and Sandy Mc-

was second overall in a Porsche coupe.

SIDELIGHTS

Judging just from the size of the above errors, it can be seen that tight navigation was a must on this rallye. In fact, the first 60 cars were in with less than four-minute errors. Rallye-master Frank Fleming deliberately set up the instructions with the

Pos.	Driver	Pts	Club	Club	Navigator	Pts	Club
1	Bill Hanna	119	AH	Northrop	Dick Flude	119	Northrop
2	Dick Pieper	114	AH	Hughes	Charlie Schumann	114	Hughes
3	F. Fleming	113	Porsche	Douglas	Nick Marechal	113	Douglas
4	W. Glassett	111	Porsche	Lockheed	Don Morrow	111	Lockheed
5	T. Higgins	101	Rapier	Sta. Mon.	Larry Ford	101	Sta. Mon.
6	F. McDonald	78	Jaguar	NASCAD	Dick Kermode	78	Compton
7	Ken Sharp	75	Porsche	San Diego	Laura McDonald	75	NASCAD
8	T. Cummins	68	AH	LB Douglas	Geo. Taylor	75	San Diego
9	H. Guess	66	MG	Northrop	Gail Holden	74	TR Owners
10	H. Frank	65	Porsche	Lockheed	Emily Cummings	68	LB Douglas
11	W. Harper	65	Porsche	LEMG	Rolf Donahower	68	Pacific

* Chapter of Four Cylinder Club of America.
** Method of breaking ties to be determined by SCCSCC Rallye Committee.

Nabb won the best all-girl trophy in amazing fashion, since they came in with only 1:01 error without navigating except to try to stay one minute behind the car in front by means of a stopwatch!

All three of the cars with a 20-second error missed a speed change point but guessed or estimated where it was to recover in great style!

Barbara and Chuck Meredith picked up over three minutes' error with a flat tire to drop out of the top 10 in the championship standings.

The event was adjudged by many as a strong contender for the best 1957 rallye award. High praise for accuracy, correct instructions and a scenic course was heard from many. The event almost hit a snag near Pala when it was found one road led through the Indian reservation! A squaw threatened to close the gate but fortunately was persuaded otherwise.

The Desert Rallye, which annually opens the Palm Springs winter season, reached the spa Saturday afternoon by way of the Hollywood Bowl, Pomona Freeway, Corona, Perris, historic Rincon Springs, Mt. Palomar, Warner Hot Springs and a portion of the Palms to Pines highway. One hundred eleven cars started, with 109 finishing in time for a swim at the beautiful La Paz Hotel, where a fabulous Victory buffet dinner was served under the stars on the tennis court.

Sunday morning after breakfast and trophy presentations there was an escorted parade through Palm Springs followed by a slalom at the Polo grounds. Best time of the day was recorded by Doug Bailey of the Long Beach MG Club in an MG-A. Bob Greenland of the SFV FCCA

thought that no one would get lost so that all participants could enjoy the Palm Springs week-end to the fullest. . . A-H took first three spots and four in first 10. . . Tension was high because first four positions on SCCSCC championships standings were at stake depending on the results. Barbie and Chuck Meredith complained after being towed the last 50 miles into the last checkpoint that the tow truck wouldn't maintain rallye speeds, making them over an hour late. . .

UNOFFICIAL 1957 RALLYE CHAMPIONS

Southern Calif. Council of Sports Car Clubs

NAME	Don Diego	Great West	Over the Hill	Sierra	Ken Farrar	Big Bear	Desert	TOTAL	Position
Drivers									
Bill Hanna	23	22	24	25	25	25	119	1	
Dick Pieper	22	22	21	22	25	24	114	2	
Frank Fleming	21	24	25	19	24	113	3		
Walt Glassett	20	23	25	22	21	111	4		
Tom Higgins	18	20	23	20	20	101	5		
F. McDonald Jr.	16	9	22	14	15	76	6		
Ken Sharp	7	21	23	10	14	75	7		
Tom Cummins	20	12	12	23	2	69	8		
Hal Guess	4	15	21	17	9	66	9		
Walt Harper	19	10	21	15	65	10			

NAME	Don Diego	Great West	Over the Hill	Sierra	Ken Farrar	Big Bear	Desert	TOTAL	Position
Navigators									
Dick Flude	23	22	14	25	25	119	1		
Charlie Schumann	22	22	21	22	25	114	2		
Nick Marechal	21	24	25	19	24	113	3		
Don Morrow	20	23	25	22	21	111	4		
Larry Ford	18	20	23	20	20	101	5		
Dick Kermode	24	14	18	24	18	98	6		
Laura McDonald	16	9	22	14	15	76	7		
George Taylor	7	21	23	10	14	75	8		
Emily Cummings	20	12	12	23	2	69	9		
Jack Kirkpatrick	4	15	21	17	9	66	10		

25 points for 1st for each event to 1 point through 25th place.

Dick and Frances Gardner rolled their Borgward, righted it and finished the rallye. . . Last year's championship navigator, Gail Holden, lost 3rd place in the rallye to last year's runner-up driver, Howard Frank, by the narrowest of margins. Frank had total errors of 20 seconds. Bruce Pollock's and Gail's largest error was 7 seconds, while Howard and Jane's was 5. Even closer was the contest for the 2nd and 3rd positions. The Franks had two 5 second legs while Dick Pieper and Charlie Schumann had only one. . . C. A. Gilbert and Alice Gilbert, trophy chairman, presented the most unusual, fitting and beautiful trophies made of desert pumice rock mounted on dark wood bases, surmounted by figures holding checkered flag and stop watch.

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RALLYE CHAMPIONS—Dick Flude, left, and Bill Hanna, center, who won the Desert Rallye III. At right is Chet Williams of the State Chamber of Commerce. Driver Hanna holds Desert Rallye Perpetual Trophy presented by So. Calif. Desert Committee of Calif. Chamber of Commerce.

Pertinent Rallye Data

Pos.	Driver - Navigator	Car	Club	Error
1	Bill Hanna—Dick Flude	A-H	Northrop	:19
2	Dick Pieper—Charles Schumann	A-H	Hughes	:20
3	Howard Frank—Jane Frank	A-H	Lockheed	:20
4	Bruce Pollock—Gail Holden	TR-3	SM FCCA	:20
5	Jim Brownlee—Rolf Donahower	Alfa	Harbor SCC	:21
6	Tom Higgins—Larry Ford	Rapier	SM FCCA	:24
7	Carol Parker—Norm Parker	Alfa	Long Beach MG	:26
8	Patricia Kermode—Dick Kermode	TR-2	Compton FCCA	:26
9	Bill Chester—Eliz. Chester	A-H	Bendix ESCO	:28
10	Walt Glassett—Don Morrow	Porsche	Lockheed	:30

Pos.	Club	Driver—Navigator	Error	Total Error
1	Northrop	Guess—Kirkpatrick Hanna—Flude Enoch—Enoch Higgins—Ford	:48 :19 :56 :24	:2:03
2	Santa Monica FCCA	Cooke—Cooke Anderson—Anderson Glassett—Morrow Frank—Frank Priddy—Priddy	:38 :22 :30 :20 :04	:2:24
3	Lockheed	McDonald—McDonald Brummer—Eskridge Stephenson—Stephenson Moody—Royer Bailey—Wackerle Harper—Vehle Lovell—Lovell	:06 :08 :13 :09 :23 :34 :03	:2:54
4	NASCAD	Chester—Chester Turner—Turner Sharp—Taylor Kenyon—Taylor Alexander—Alexander Pietz—Cole Cummins—Cummins Thomas—Heldt Bechtel—Bechtel DeLoof—DeLoof Cunningham—Pierce Pollock—Holden Cullen—Cullen Weishuhn—Weishuhn	:28 :02 :36 :29 :33 :06 :34 :23 :12 :18 :05 :20 :59 :04	:3:27
5	Long Beach MG			:5:06
6	BESCO			:7:33
7	San Diego SCC			:8:38
8	Long Beach Douglas SCC			:9:03
9	Pacific SCC			:9:35
10	TROC			:24:23

Make of Car	Car No.	Driver—Navigator	Club	Error
Austin	42	Hubert Priddy—Sevilla Priddy	Lockheed	:2:04
AC	66	Richard MacKay—Doug. Sawin	Southwest SCC	:1:46
Alfa	9	Jim Brownlee—Rolf Donahower	Harbor SCC	:21
Volvo	112	N. Christianson—R. Christianson	Compton FCCA	:9:58
Dodge	82	Gordon Haag—Alice Haag	None	:5:12
VW	44	Gladys Stoer—Robert Stoer	VWOC	:2:17
Morris Minor	59	Peter Ebeling—Ann Ebeling	None	:28:56
Chevrolet	37	Bonnie Casey—Maxine McCandless	None	:1:55
Borgward	56	Rehd. Gardner—Frances Gardner	None*	MCP
Thunderbird	18	Jhn. Sporleder—Ernest Sporleder	None	:1:14
Sunbeam Rapier	6	Tom Higgins—Larry Ford	SMFCCA	:24
Ford	50	Jack Sparks—Lynne Kress	None	:43
Rag Top Plym.	70	Karl McCready—Thomas Burger	Northrop	:1:14
Corvette	1	Earl Moody—Don Royer	Long Beach MG	:1:09
Jaguar	5	F. McDonald—Laura McDonald	NASCAD	:1:06
Mercedes-Benz	81	John Butler—Patricia Butler	SCCMB	:2:32
MG	2	Larry Harris—John Baines	SMFCCA	:45
Porsche	8	Walt Glassett—Don Morrow	Lockheed	:30
Austin-Healey	25	Bill Hanna—Dick Flude	Northrop	:19
Triumph	15	Bruce Pollock—Gail Holden	TROC	:20

* Accident, finished rallye.

BEST MARRIED COUPLE—Car 10, H. & Jane Frank, A-H, Lockheed, :20 error.
BEST ALL-GIRL—Car 7, Flo Stevens & Sandy McNabb, A-H, Hughes, 1:01 er.
BEST NOVICE—Car 80, Bill and Elizabeth Chester, A-H, BESCO, :28 error.
BEST TYRO—Car 37, Bonnie Casey-Maxine McCandless, Chev., none, 1:55 er.
SPORTSMANSHIP AWARDS—Car 56, Richard & Frances Gardner, Borgward, none; Car 59, Peter and Ann Ebeling, Morris Minor, none.
LAST PLACE AWARD—Car 12, Barbie and Chuck Meredith, A-H, Hughes (flat tire on 2nd leg, broke down completely on 8th leg, was towed from Anza to last check point in Palm Springs).

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MANNEY ON VANWALL

(Continued from Pg. 8)

were mostly out of luck on this fast course at the end of a long season through ennui mechanical and personal.

What of next year... more of the same mixture? Not on your harpsichord, Wanda. The big refineries, smelling important money in being able to advertise that Frendo Vaselini won the Salimbocca GP on Super Squeejit sameasyoucanbuy, have persuaded the FIA to have next year's Formula cars run on gasoline. In my mind this is a retrograde step, mainly because the paying customer has a right to see the loudest, noisiest, stinkiest, and quickest vehicles going. Look for the cars to be smaller (large tanks not needed), slower, in more mechanical trouble, and replaced with the present Formula II (1500cc unblown) before the end of the season.

DROP US A CARD

It is possible also that the races will be poorly supported at first, as it is difficult to imagine the Lancia V8s and the Vanwall

going very well on gas. Ferrari is fairly well off, having their Formula II (a V6) running already, while the English Coopers, with a good head start, are going to wax everybody if they get reliable. If for no other reason, the Formula races are going to languish because sports cars with no capacity limit, will lap so much faster on the same circuits. However, we shall see.

For next year, also, since the wire services are getting you the results of the races a lot faster than I can, I will write you more the essay type of article, as above, instead of my customary race report mit trimmings. Please drop MOTORACING a postcard expressing preference one way or another... if you have any preference beside throwing the whole department out, that is. Also due for the winter are reports of various Auto Shows, interviews with various drivers, and if luck is with us, a few unbiased road tests. Unbiased because they don't advertise in MOTORACING. G'night.

SCCA NOMINATIONS

The Nominating Committee of the SCCA's L.A. Region has placed before the membership a slate of 13 names to be voted on for 1958 officials.

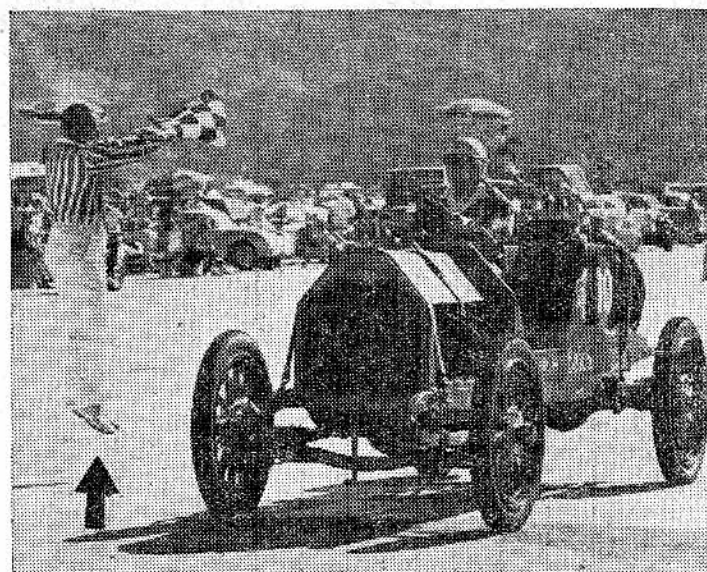
Four are unopposed—Lindley Bothwell, Regional Executive; William (Bill) Kinner, Vice-Presi-



LINDLEY BOTHWELL

dent; Vi Jones, Secretary; and Ross B. Thompson, Treasurer.

Duane Alan and Art Gebhart will duel it out for Activities Chairman. Seven seek the four open Director posts — Charles Tillitson, Gordon Capito, William E. (Slim) Larned, Herb Welch, Howard Campbell, Carl Endeward and Sam Caldwell.



THIS SCENE from a past Palm Springs veteran car race will be repeated when SCCA stages National championship event at the spa Nov. 2-3. Here, Starter Al Torres gives the checkered flag to Duane Alan, winner in an ancient Buick. This event is an added feature to regular program of sports car races.

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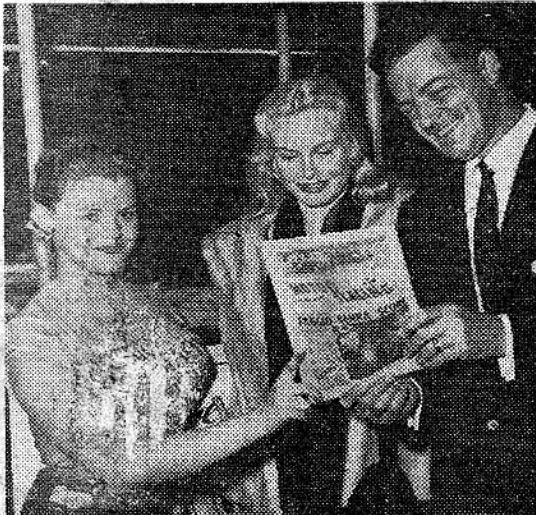
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